expo67 HOW RAILWAYS PARTICIPATE p. 26

MAY 22, 1967

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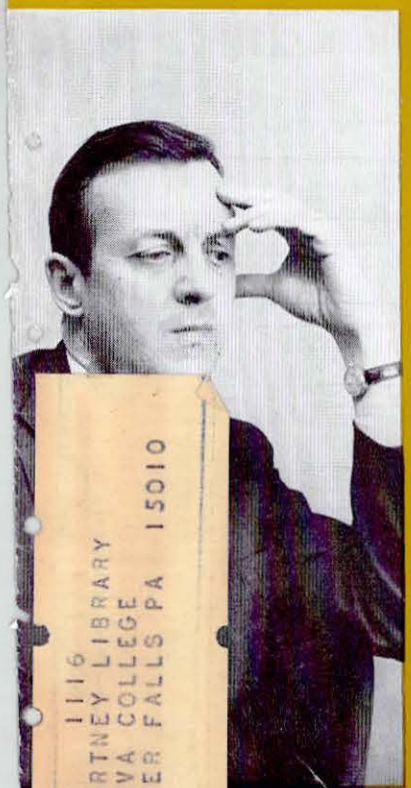
RAILWAY AGE

MAY 22

THE TRANSPORTATION WEEKLY

D.O.T. AND THE RAILROADS



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AN EXCLUSIVE INTERVIEW with
A. Scheffer Lang, Federal Railroad Administrator p. 16

NEW EQUIPCO FULLOAD CAR HANDLES 56-PALLET / 105,000 LB. LOAD

Earns railroad 40% additional revenue on very first trip!

Partially-loaded FULLOAD Car is inspected by a portion of crowd witnessing initial loading at Corn Products plant in Argo, Ill. Inset shows lift truck operator inserting 56th pallet (each unit 52″ x 42″, with overhang) into 50′ Equipco FULLOAD Car.

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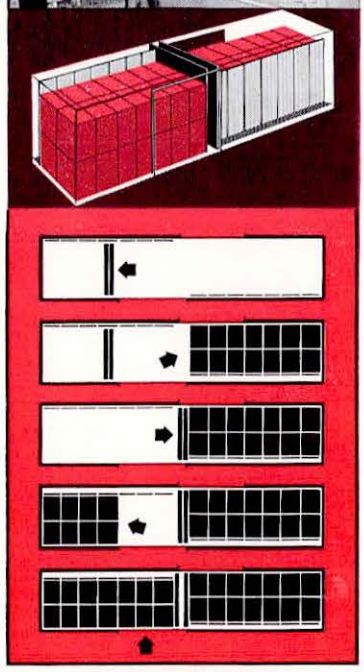

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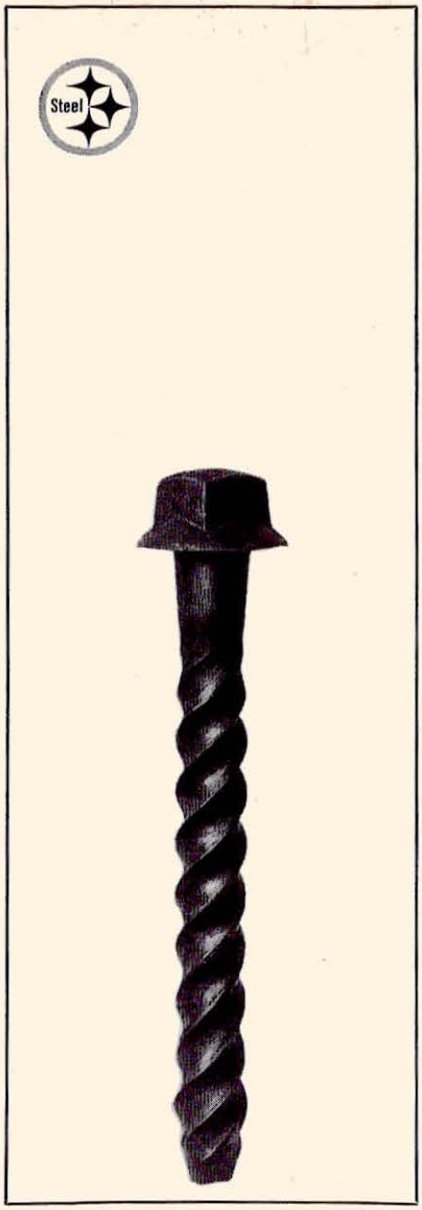
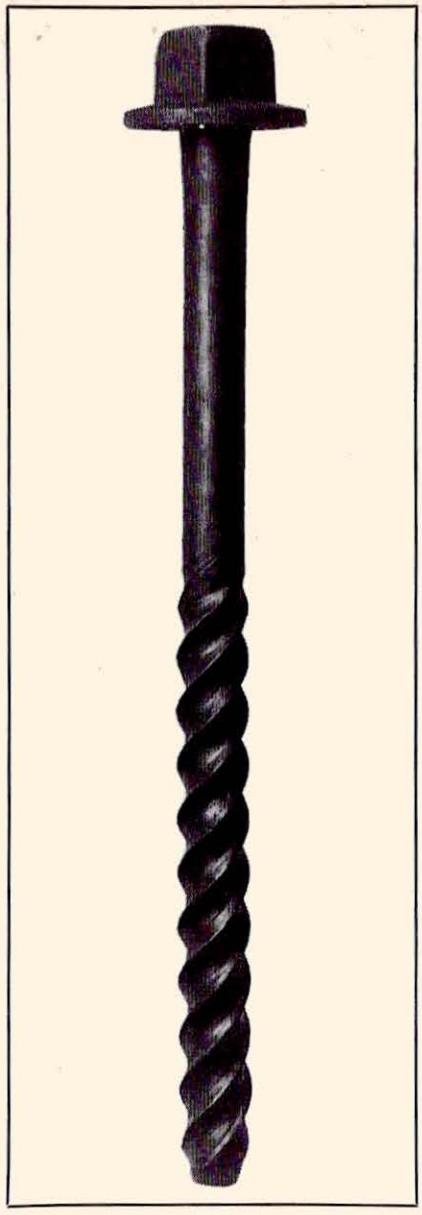
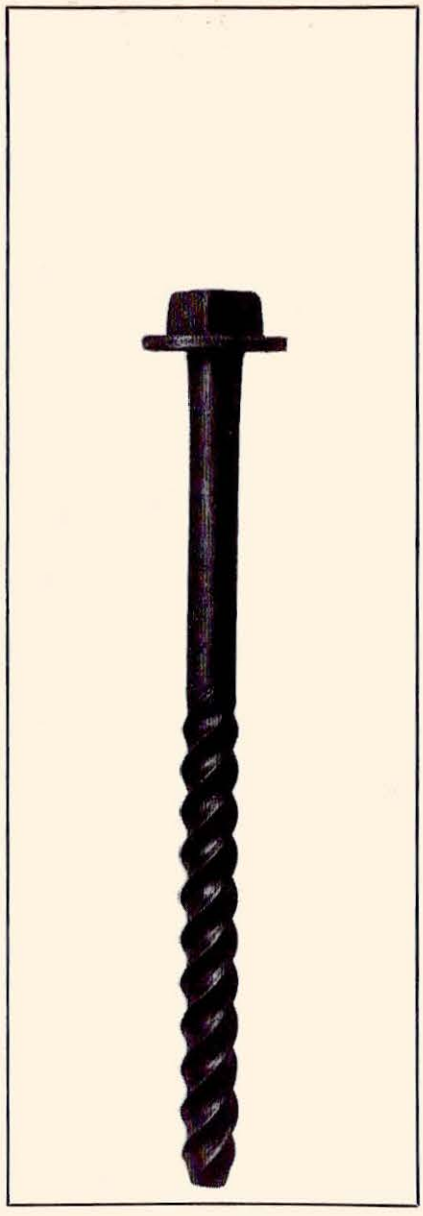


Cone-neck Drive Spike (AREA Plan 1M). This spike has quadruple flutes with a ½-in. pitch. It is designed for use as an anchor spike for tie plates, switch plates, gage plates, twin-hook plates, adjustable rail-brace plates, anti-creeper straps, solid rail braces, switch latches, and switch stands. Available in 6-in. lengths and $^{11}/_{16}$-in. and ¾-in. diameters.



Washer-head Timber Drive Spike (AREA Plan 2M). Having a four-flute thread with a ½-in. pitch, this spike is designed for holding down highway crossing planks, prefabricated crossing panels, and timber bridge guard rails. Available in three diameters: ⅝ in., $^{11}/_{16}$ in., and ¾ in., in a minimum length of 6¾ in.



Timber Drive Spike (AREA Plan 3M). This light-weight, washer-head fastener has a four-flute thread with a ⅜-in. pitch. Designed to hold down highway crossing planks and timber bridge guard rails, it is available in a minimum length of 6¾ in. in a ½-in. diameter.

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RAILWAY AGE

May 22, 1967 • Vol. 162, No. 20

THIS WEEK

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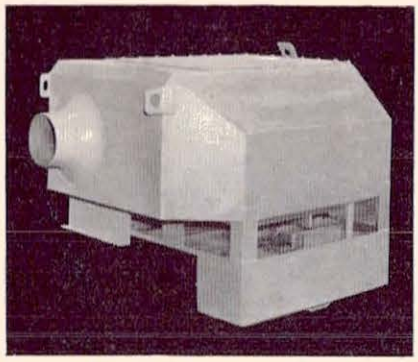

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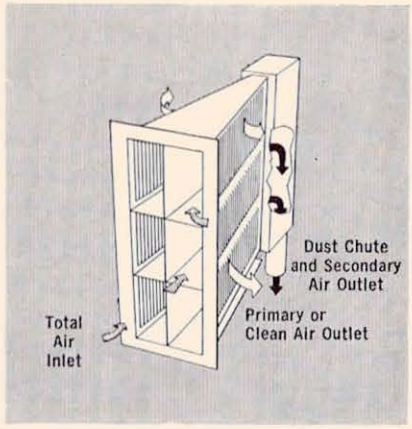

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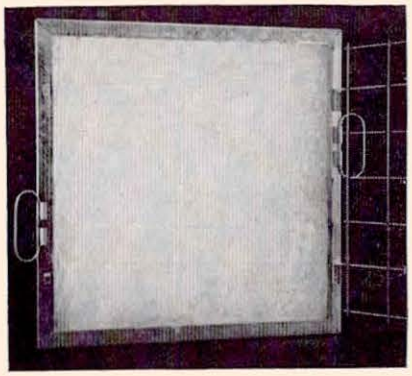

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SHORT AND SIGNIFICANT

Rate increases filed last week

General rate increases which could average over-all something like 3% were filed with the ICC by the railroads on May 18. Most of the proposed advances are on cents-per-100-lb bases, ranging from one-half cent where present rates do not exceed 10 cents, to 3 cents on rates of 80 cents or more. These adjustments would be accompanied by some percentage increases—5% on class rates and LCL, and 3% on all commodity rates.

●

On work rules, a new opinion from the courts

Railroads and the operating brotherhoods alike were awaiting an order from the U.S. Court of Appeals in Washington last week, in the wake of a multi-faceted opinion on a number of appeals and cross-appeals which the court handed down May 12. In essence, the three-judge panel touched on four major areas of contention in litigation which began in the district court. As summed up by Circuit Judge Leventhal, these issues were covered: (1) The court upheld the district court in its conclusion that "the work rules in effect following the expiration of the [arbitration] award in 1966 did not revert to the 1963 condition and that the new plateau of work rules, established for early 1966 by the award, continued in effect unless changed in accordance with the Railway Labor Act." (2) The appeals court reversed the district court and held that "even prior to the expiration of the award the carriers had a statutory duty to respond to notices of the unions and begin collective bargaining about the rules to become effective following the expiration of the award." (3) The three judges took a position that the railroads "violated their duty to bargain with the Firemen, on the notice relating to prospective work rules and with the Trainmen." And finally, (4) the appeals court reaffirmed other aspects of the district court ruling and concluded that the railroads "had no statutory duty to bargain over either another notice served by the Firemen, which sought to undermine rights vested under the award, or the early notice served by the Conductors."

●

DeVine states the case for C&O-N&W merger

Merger of the Chesapeake & Ohio with the Norfolk & Western is "dictated as the unavoidable counterweight to the merger of the Pennsylvania and the New York Central," C&O President Gregory DeVine has told the ICC. "We do not oppose the essential soundness of a Penn-Central merger, provided only that reasonable steps are taken to enable the other half to live," said DeVine. "With the creation of that vast new [Penn-Central] system, the benefits of single-line service will be immediately available to the producers it serves, while those dependent on N&W and C&O will have to rely on the less desirable interline handling until N&W and C&O are merged." He added that "in view of the enormous cost savings acknowledged by Penn-Central, the new system will be capable of making competitive reductions which N&W and C&O, as independent carriers, will not be able to match."

●

Railroad employment figure rises slightly

Class I railroads had 610,317 employees on their payrolls at mid-April 1967. That was an increase of 0.22% above the mid-March figure and a drop of 2.6% below the mid-April 1966 figure, according to the ICC's Bureau of Accounts. The three largest categories of employment at mid-April were transportation—train and engine service (167,328), maintenance of equipment and stores (139,980), and professional, clerical and general (131,734).

MONDAY MORNING REPORT

You ask and you get —but what if you don't?

Some people seem to be able to get away with it—sowing the wind and not reaping the whirlwind. But some don't—and whirlwind-time may be coming up, for certain elements in rail labor. The point at issue is the gap between what a union demands and what it gets. It's become a habit for demands to approach what impartial observers would probably regard as the realm of the absurd. Settlements, quite naturally, fall far short of what's asked. And, as this happens time after time, the fellow down in the ranks finds it harder and harder to keep the faith. When you demand 25%, he figures, you ought to get 25%, or else you do something about it. Right now, the resentment of people who think like this is aimed largely at union officialdom. But it also represents a problem for management.

The unions' moon-shot: It didn't make it

In the wage movements which began last year, for example, one union led off with demands for a 25% wage increase, plus a package of fringes. Immediately, the name of the game became follow-the-leader. No union dared turn its back on the impractical, to serve wage notices which could have become serious bases for negotiation. Operating and non-operating organizations alike came in with demands for 18%, for 20%, for 25% and up. Predictably, there couldn't be anything resembling down-to-earth talks. And the break came only when the Brotherhood of Railroad Trainmen, a reluctant follow-the-leader in the first place, signed for 5%.

Rank-and-file reaction: Rank-and-file power

Preposterous as it may seem, however, some union members are outraged at the small return on their demands. And their reaction is not to press for more rational objectives in the beginning but rather to take ultimate negotiating authority away from the leadership. It may or may not be individually significant, but at the current convention of the Brotherhood of Railway Clerks, 32 separate resolutions were aimed at forcing submission of nationally-negotiated agreements to the membership for ratification.

A choice for labor

Mixed up with the whole mess is the apparent fact that rail unions, on a broad-scale basis, have the right to strike theoretically but not practically. This doesn't mean, necessarily, that employees are at the mercy of hard-hearted management. What it may mean is that one of two things has to happen: (1) Either the organizations base their programs on the possible, or (2) they accept the fact that imposed settlements will be the rule.

The uncovered fallacy— but what to do about it?

The language of the resolutions to the BRC convention has the plaintively-outraged ring. One submission speaks of "complete dissatisfaction" with the 5% wage settlement. Another says that "in the past we have been led to believe we were about to receive a large boost in wages and reap many fringe benefits. . .and then [we] end up with very little of the benefits contemplated." Officers of the BRC—and, for that matter, officers of other brotherhoods—know it hasn't been all that bad. The wage scales and benefit programs for railroad employees are not all that bad. But a 5% increase does look like nothing, if 18% or 20% or 25% was expected, hoped for, or, worst of all, prematurely spent. A psychologist would have warned against this false-hope building, instantly. Union leaders have recognized it, belatedly. Late this year, when new demands may be served, will come the chance to see if recognition means anything.

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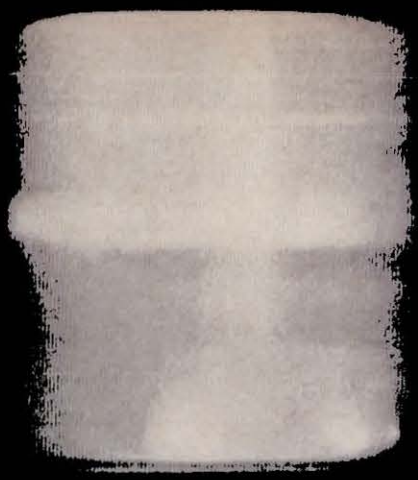

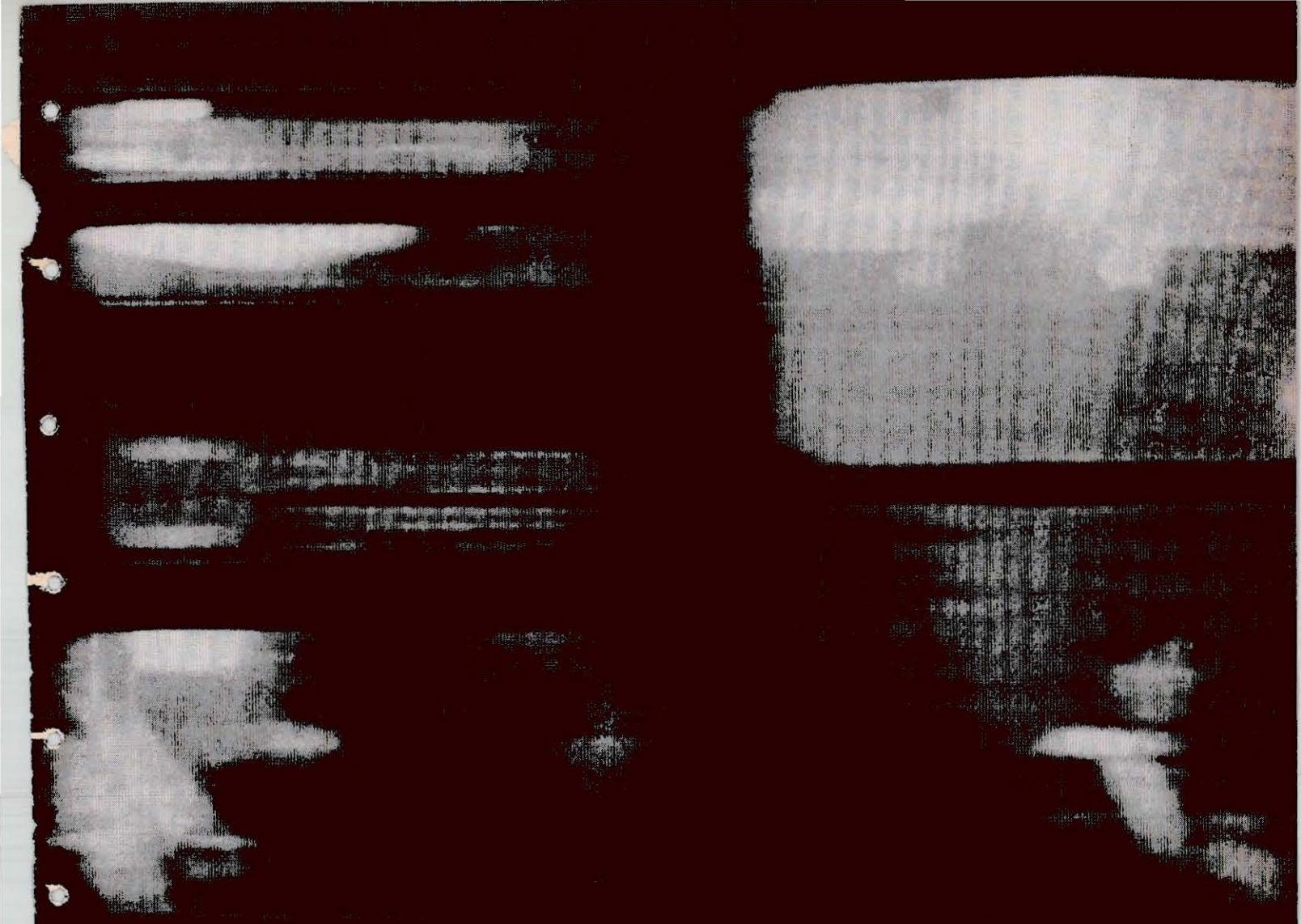

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WEEKLY
MAY 22, 1967

WEEK AT A GLANCE

IC wants public partners for Chicago trains

A transportation authority to acquire and lease equipment for Illinois Central's Chicago suburban service has been suggested by IC President William B. Johnson. He said coordinated planning and cooperative investment at all governmental levels is a must if the Chicago area is to preserve the facilities and services of its privately-owned commuter trains. In a speech prepared for delivery at the annual dinner of the Chicago Traffic Club last Thursday, Johnson assessed IC's suburban operations as "the most modern" of the commuter mileage in Chicago—except for equipment.

Advanced systems being built in the East and in San Francisco feature, he noted, electric catenary systems, complete grade separation, and car-floor-level platforms—things IC's suburban operations have had since 1926. Johnson said IC is determined to further improve its service and "most of all we are determined to get new equipment." He added, however, that "we cannot buy those cars with Illinois Central money, not until we can see that such an investment will earn a fair return for our stockholders."

Likening the dilemma to the Gordian Knot, Johnson said both precedents in the East and present law constitute a sword for cutting through the knot. "That sword is the Urban Mass Transit Act. Congress has appropriated funds and they are being spent. We propose that a South Suburban Transportation Authority, or something similar, be established under terms of the act. The capital funds for new equipment would be furnished by federal and local government agencies under arrangements acceptable to them. Thereafter, the Illinois Central would lease the equipment under a plan that would reimburse the local authority for the full cost of its part of the investment. The commuter cars would belong to the authority, not the Illinois Central." Johnson said IC is willing to join in regional planning that would enable the Chicago Transit Authority to serve IC points in Chicago, that fare simplification is being studied, and that plans are in the making for feasibility studies to extend IC's commuter service.

Cut transport costs, not hike rates, says Southern

Southern President D. W. Brosnan told company stockholders last week that the road will seek greater business volume and revenues by lowering the total cost of transportation for its customers, not upping rates. "Although the rising costs of rendering service may require upward adjustments in specific situations," he said, "Southern will not take part in any general, across-the-board increase in freight rates." He revealed that the railroad's gross revenues in 1966 were up $21 million—for a net income gain of $9 million—over 1965. Southern's profit last year totaled $39.1 million.

Brosnan said Southern does not plan any further action to oppose the recently-approved Atlantic Coast Line-Seaboard Air Line merger. "So far as Southern Railway is concerned," he added, "the Coast Line and Seaboard have been operated as merged companies for the last several years and any effect on Southern has already been fully discounted."

First-quarter net falls $52 million below 1966

Rising labor costs, higher material prices and a leveling-off in freight traffic had a sharp effect on railroad earnings in the first quarter of 1967. Net income in the period was $120 million—a decline of $52 million, or 30%, below the $172 million in the first quarter of 1966. These figures are based on preliminary reports filed by the carriers with the AAR's Bureau of Railway Economics. Net railway operating income (earnings from railway operations before deducting interest and other fixed charges) totaled $144 million in the first quarter of 1967, compared with $214 million in the corresponding 1966 period. The railroads' rate of return on net investment based on net railway operating income in the 12 months ended March 31, 1967, was 3.6%.

U.S. CLASS I RAILROADS
First Quarter Results

	1967	1966
Operating revenues	$2,534,244,801	$2,518,396,390
Operating expenses	2,025,880,531	1,954,074,041
Tax accruals	233,163,750	232,085,715
Rents (net debit)	131,389,391	118,585,885
Net railway operating income	143,811,129	213,650,749
Net income (preliminary):		
United States	120,000,000	171,593,110
Eastern District	15,000,000	45,067,260
Southern District	31,000,000	26,985,902
Western District	75,000,000	99,539,948

Saunders sees $9-billion mass-transport market

A new era in mass passenger transportation is on the way, Pennsylvania Chairman Stuart T. Saunders told the Investment Bankers Association of America—and it will generate "at least $9 billion in expenditures for rail facilities and investment capital." Saunders said he based his prediction on what he foresees as a combination of public support and private enterprise that will pump new life into commuter and intercity railroad systems. Saunders called for a "90-10 federal formula for the development of rail passenger service in the public interest." This makes sense, he said, because "the tax dollar can buy up to 20 times as much mass transportation if invested in rail systems rather than in more expressways." Pennsy's chairman cited rail programs now under way in New York, Massachusetts, New Jersey and Pennsylvania. "These states are placing railroads in their proper perspective as an essential part of an integrated transportation pattern," he said. He emphasized that no major commitment has yet been made to any exotic type of mass transportation, in recognition that "modernized railroads can meet the needs of today and for many years to come."

GUS WELTY'S LINES ON LABOR

WELTY

WHEN THE BIG FELLAS in rail labor start talking merger like they mean it, maybe it's time for all concerned to start listening. It's been known for a long time that the BRT's Charles Luna is pro-merger, even if he hasn't made much of a public thing of it. But now comes Les Dennis, president of the biggest rail union of them all, the Clerks. And he's talking up merger vigorously, bluntly, positively. So what happens now? Well, you don't usually get men like Luna and Dennis or unions like the BRT and BRC taking chances on anything so radical as union merger unless they have definite goals in mind and a pretty good idea of how to reach those goals.

THERE WAS NO WASTE, no slippage, in what Dennis had to say, in his opening remarks to the BRC's 1967 convention. "We now have," he said, "too many unions with increasingly overlapping jurisdictions. There is a need, a great need, for merger of unions in the transportation industry. Nobody, especially union leaders, likes to face that fact, but we must. We must look at the possibility of some form of merger among many different unions or groups of unions. We have 24 different unions in the railroad industry, and that is just too many for the work involved. We find ourselves being increasingly diverted into battles over jurisdictional rivalry, and this must be stopped."

AS THE BRC PRESIDENT sees it, the kind of cooperation generated through the RLEA isn't enough. And so he believes it's time for "leaders of all transport unions to meet together and see if we cannot work out our differences, see if there isn't an equitable solution for bringing about closer merger or identification. We must get moving on this."

LABOR-WATCHERS have been waiting for such a move as this from the Clerks. After all, the BRC does have well over 250,000 members, and more than 1,500 local lodges. It has the broadest base of any major rail labor organization, with representation rights in the widest range—railroads, airlines, express companies, freight forwarders, bus companies, steamship lines and motor carriers. It has power—and, perhaps subtly, this power is growing, as BRC men and women move into new fields of technological competence. As Dennis recalls, the BRC started out in 1899 with the green eye-shade, the ledger and the ink pot as its symbol. Now, however, Clerks' members "are increasingly likely to be found at an IBM keyboard or a computer control panel, or operating freight or mail conveyors."

IF THERE ARE ANY SAFE BETS LEFT, one is that the rest of rail labor will be listening closely—wondering if the BRC is getting ready to drop the other shoe.

34-inch snowfall with 10-foot drifts... 78 locomotives driven by EPOXI-MICA® insulated motors

STILL NO GROUNDS

Photo courtesy of *J-Milepost*

'Not one instance of grounding' EJ&E reports to our Frank Bosart

Throughout the disastrous snow storms which began on January 26, halting nearly all surface transportation in the Chicago area, the Elgin, Joliet & Eastern Railway kept its equipment in operation. Behind this astonishing feat lies a story of dedication, organization and railroading sense which will live in the annals of the "J" for all time. We at MOTOR COILS are proud that our product was a part of this story.

During the past six years the Elgin, Joliet & Eastern Railway has been converting its traction motors to the *Epoxi-Mica* system of insulation. The value of this

ON THE "J"

program was dramatized, last January, by the Chicago area's three-foot blizzard: *under the most severe environmental conditions there were no motor grounds.* EJ&E mechanical department officials told Frank Bosart, MOTOR COILS' Sales Manager:

"We experienced no difficulty resulting from insulation breakdown. There was not a single instance of grounding on Epoxi-Mica insulated motors."

This welcome report on the experience of the EJ&E comes as no surprise to our insulation engineers. In the short period of a dozen years the *Epoxi-Mica* insulation system has repeatedly demonstrated its ability to satisfy accelerated demands on traction equipment. Its once-theoretical basis has become a railroading fact.

Of equal importance are the economics of *Epoxi-Mica* insulation. "Longer life at lower cost" — MOTOR COILS' slogan — has proved out for many of the nation's leading railroads, who estimate their savings through the system in the millions of dollars.

The year-in, year-out dependability of Epoxi-Mica insulation has been established on railroads throughout the continent. For information write or telephone:

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D.O.T. AND THE RAILROADS

AN EXCLUSIVE INTERVIEW WITH A. SCHEFFER LANG

Washington's new interest in old problems

There's a new, positive attitude toward railroads in government circles these days, says the new chief of the Federal Railroad Administration. It should do much to shape the rail future.

A. SCHEFFER LANG has a monumental job: He is charged with the responsibility for representing the railroad industry within the new U. S. Department of Transportation.

As federal railroad administrator, Lang will head the work of more than 300 employees within D.O.T., administering rail programs and grappling with rail problems.

The Federal Railroad Administration (FRA) will be responsible for the High-Speed Ground Transportation program—which includes the Northeast Corridor Transportation Systems Planning Study and the demonstration and research and development portions of the study.

Lang and the FRA also control the railroad and oil pipeline safety functions that were formerly the responsibility of the Interstate Commerce Commission.

Operation of the Alaska Railroad, formerly handled by the Department of the Interior, will also be an FRA responsibility.

Additionally, and perhaps most importantly to the industry as railroads struggle for a better shake from federal transportation policy and development activity, Lang will advise D.O.T. Secretary Alan S. Boyd on matters pertaining to national transportation policy development as it affects railroads.

Lang has impressive antecedents for the job. He is a civil engineer. He has been a highly-regarded engineering officer of the Denver & Rio Grande Western, and the top New York Central expert when that road's computer set-up was designed and installed. Between the two jobs, Lang taught engineering at the Massachusetts Institute of Technology. He was deputy under secretary of transportation research at the U. S. Department of Commerce before LBJ tapped him to head the Federal Railroad Administration at D.O.T.

Here, in an exclusive Railway Age interview, Lang gives Western Editor John Mitros and Washington Editor Walter Taft answers to some of the questions on the minds of railroad men everywhere.

Q. Mr. Lang, has it been difficult to staff D.O.T.'s top positions? On a percentage basis, how many of them are already filled?

A. The answer to your first question is yes. Finding top people is always a headache, and I'd say we're about 50 headaches behind.

The answer to your second question, of course, depends upon what you mean by top position. If you mean the assistant secretaries, the deputy assistant secretaries, the directors of offices in the secretary's office and the posts in the Federal Railroad Administration and the Federal Highway Administration—I would estimate that something like 70% to 75% of such jobs have already been filled.

Q. People unfamiliar with the organization of federal departments tend to be baffled by D.O.T.'s organizational lineup. Would you describe the way D.O.T.'s set-up will work?

A. An important distinction lies in the differing responsibilities of the assistant secretaries and the so-called modal administrations.

The distinction is basic. For all practical purposes, the program responsibilities of the Department are housed organizationally in the modal administrations—which is why we here at D.O.T. refer to them as the "operating elements" of the Department. That is whatever responsibilities D.O.T. has inherited for the administration of specific legislation are, by and large, housed in these operating elements or modal administrations.

Q. And the D.O.T. staff outside the modal administrations?

A. Well, the five assistant secretaries, plus the department general counsel, are all staff to the Secretary. They have no line responsibilities—with some fairly minor exceptions.

Q. For example?

A. Well, one of these exceptions involves the basic responsibilities which D.O.T. inherited from the Interstate Commerce Commission for formulating regulations for the transport of hazardous materials. Under the old, so-called explosives and other dangerous articles act.

The basic work on this problem of course, relates to transportation by all modes, while regulations on containment, safeguards and handling procedures have to be tailored to suit operating circumstances of each mode. We must have a basic set of concepts. Those, in turn, must be translated into regulations for rail, highway, air and water movement.

The part of the job that applies to all modes will be handled by The Office of Hazardous Materials, located in the office of the Secretary. The office will report to the Assistant Secretary for Research and Technology.

Q. Is the National Transportation Statistics Program also an example of such activity?

A. Yes. This program is, in a sense, a "soft" research and development program aimed at the statistical problems of the transportation business. The needs for data and statistics of anybody in the business—from government, to carriers, shippers, travelers or labor—are the responsibility of the group in the Department known as the Office of Transportation Information Planning.

Responsibility, authority and money for getting into such problems were conferred upon the department by the High Speed Ground Transportation Act that also set up the HSGT program itself. The office relates to transportation across-the-board—and has no unique association with any one mode. In fact, they tie-in most closely to D.O.T.'s responsibility to develop a rational overview of transport requirements, transport problems and so forth. That responsibility, of course, is exercised in the office of the Secretary with assistance and input from the modal elements. So, the Office of Transportation Information Planning is in the office of the Secretary, also under the Assistant Secretary for Research and Technology. It wasn't the only place the office could go, but it seemed most desirable to locate it there because its functions are largely research-oriented.

Q. The non-modal posts handle responsibilities not specifically assigned to the modal administrations and also serve as staff to Secretary Boyd?

A. Yes. As a general rule, specific responsibilities assigned to D.O.T. by Congress, by legislation or by executive order will be administered in the modal agencies.

Assistant secretaries have general staff responsibilities to the Secretary in the various areas where they operate—such as public affairs, policy review, international affairs, research and technology, departmental administration, legal advice, which is the responsibility of the general counsel.

Q. And what about the role of the modal administrations at D.O.T.?

A. They really have a double role. They have a responsibility for administering those programs which have been assigned to them. They also have a responsibility for providing a reservoir of expertise with regard to their particular mode of transportation. This expertise will be used to generate input to the more general problem-solving and problem-analysis responsibilities of the staff groups that work under D.O.T.'s assistant secretaries.

Q. This is the work that will precede, say, changes in national transportation policy as such changes evolve from D.O.T.'s role within government?

A. That's right. The roles of the various offices at D.O.T. are highly interactive. The initiative on an issue might involve a proposed change in our programs, or it might involve the development of a position which the Department would want to take within the Administration on some issue. Or it could involve a position the Department would advocate the Administration take on a particular issue—or it might actually involve the development of legislation the Department felt was desirable.

Initiative might come from a modal administration because it was a matter that had particular relevance or impact

""Economic analysis is really a keystone""

upon its mode of transport. Or, initiative might come from one of the assistant secretaries who, in his role as overviewer, might decide that a certain situation was out of kilter or that a certain problem needed new attention. A basic position or proposal could be developed somewhere in the staff and sent down to the modal administration for comment, reaction and an interchange of ideas and views, or vice versa.

In other words, action can originate either way: from the modal administrations to the staff or from the staff to the modal administrations.

Q. Do the modal administrations report directly to Secretary Boyd?

A. Yes. Each of the administrators, in fulfilling both his roles—as administrator for a set of programs and also as focal point for the development of positions and proposals as they relate to his mode of transport—reports directly to the Secretary.

If there is a difference of opinion that develops, let's say, between the Federal Railroad Administrator and one of the assistant secretaries on an issue, and the two parties cannot work it out, the matter has to go to the Secretary for adjudication. The Secretary has to decide what over-all Department policy will be.

Q. Only the Secretary speaks on Department policy?

A. Yes. On policy matters of any consequence, the modal administrators are not free, as for example, to take a position on legislation that someone else has filed nor can they generate legislation independently of the Secretary and his staff. Any matter that involves legislation or deals with the regulatory commissions or taking a position before them—has to be a Department matter. And only the Secretary has the authority to speak for any part of the Department on such matters.

Now in matters that are more routine and that have to do with only one mode of transportation, the modal administrators will speak more independently.

Q. Can you cite an example of the kind of situation you're describing, Mr. Lang?

A. Well, for example, right now there are bills on the Hill which would amend the hours-of-service law.

The D.O.T. has been asked by the Congressional committees looking at this legislation for Department comment on these bills. Now the basic expertise on that problem obviously lies in the FRA. So, we have been looking at that legislation and at the testimony that was given last year on the legislation when hearings were held and have been talking to various people about the bills. Given all that is involved, we have developed what we think is the most sensible position for the Department to take on that legislation.

Now we do not have authority to take this position and go directly to Congress with it—or even to go to the Bureau of the Budget, which has to clear all executive branch opinions on legislation, to make sure they are consistent with Administration policy. We go to Secretary Boyd and say that this is what we think the Department ought to say on this matter.

We go, instead, to the staff people who work for the Secretary on policy development, the people in the office of policy review. They report to the assistant secretary for policy development, and he is the Secretary's advisor on most legislation. We go there and say, "This is what we think the Department ought to say," and attempt to persuade them of our point of view.

In the particular instance I've been talking about, we're on the same wavelength with the people in D.O.T. policy review, so it was fairly easy to evolve a D.O.T. position on the matter.

Q. What if a modal administration disagreed?

A. If the people in the office of policy review did not agree with the Federal Railroad Administration on the position that should be taken on the legislation we've been talking about, and if their boss, the Assistant Secretary for Policy Development agreed with his own staff, and if the matter was important, the FRA would go to the Secretary and state its disagreement with the advice from the Assistant Secretary for Policy Development. Then it would be the Secretary's decision.

Now, the thing that the policy development people who are staff to the Secretary bring to this kind of discussion and process is a somewhat broader view of the implications of legislation, or alternative positions that we might take, and an understanding of the potential impact that legislation of a particular form applied to the railroad industry might ultimately have in other transportation industries. Further, they try to stay closer than we would normally to the attitude and positions and thinking of the Department of Labor on matters of this kind. So, if they do disagree with us, it will generally be because there are additional considerations which, in their view, are important, but which may have little or nothing to do with the railroads directly.

And if, as I say, there is strong disagreement, it will be the Secretary's job to weigh the matter. In the modal administrations, we're directly involved. The policy staff are not ignorant of rail industry problems but their approach is based on broader considerations.

Q. In time, D.O.T. would tend to breed the kind of men who would have almost instinctive intermodal finesse in policy formulation?

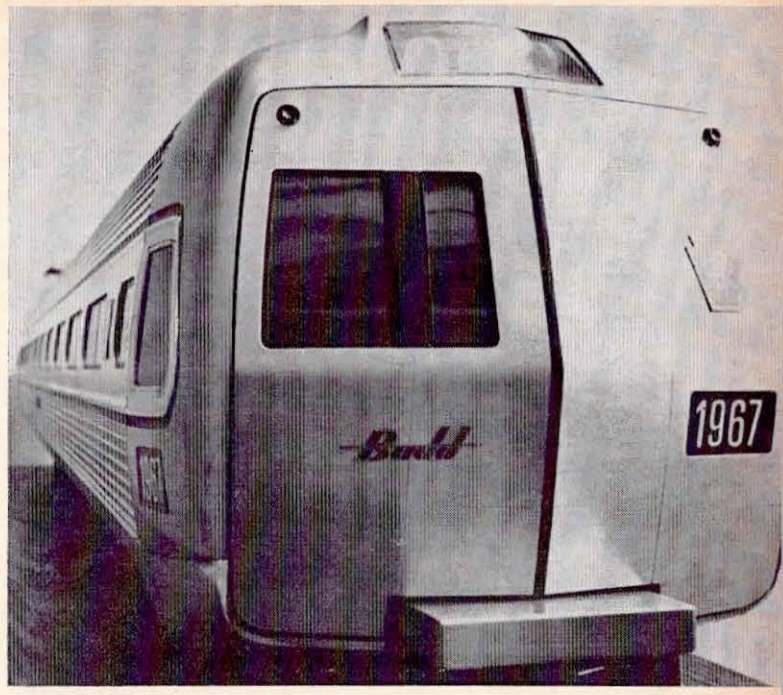
A. That's correct. That's a basic objective in structuring the Department the way it has been structured. D.O.T. is attempting to develop on the part of those who are administering programs focused on a particular mode—and also those who are responsible for representing the problems of that mode in the councils of the Department—a better appreciation of how their areas of responsibility interface with other modes of transportation.

To this end, the Secretary has established a policy council which consists of the assistant secretaries and the modal administrators. This group, which will meet regularly is responsible for reviewing, on behalf of the Secretary, major policy questions. This process will inevitably do much to provide intermodal insights to those on the council.

Q. Mr. Lang, to what extent will the Administration's drive to get the executive branch agencies to apply economic and systems analysis to their programs apply at D.O.T. and in your administration?

A. As you know, this drive stems from the program analysis applied by Secretary McNamara at the Department of Defense, and it is a conscious effort to analyze programs and the effectiveness of programs within some kind of rational framework.

D.O.T. itself, however, represents an attempt to develop a more rational, over-all approach to the federal government's responsibilities in transportation. Economic analysis is really a keystone for over-all rationality. It is no accident, for example, that the Assistant Secretary for Policy Development is an economist. A substantial number of the people he has working



The Corridor, the cars

"Megalopolis," the densely-populated stretch of the East Coast between Washington and Boston (shaded area) will be the nation's new testing ground for high-speed rail service. The Washington-New York portion will be served by Budd-built self-propelled electric cars (see model) capable of 150 mph.

for him are economists. The Assistant Secretary for Research and Technology will similarly be expected to have economists on his staff. The Assistant Secretary for International Affairs will also have economists on his staff. The modal administrators already have economists in their administrations—and will be bringing in more economists as the work of D.O.T. mounts.

So, there is a general policy, an orientation, if you will, in D.O.T. toward more extensive use of economic analysis and the application of the economists' way of looking at problems in all we do.

This applies with equal, if not greater, force to the railroad administration. If we are to develop recommendations and new ways in which the federal government can make a constructive contribution to the development of railroad transportation, we obviously are going to have to go about the job in a somewhat more systematic, structured, rational way than it has typically been approached heretofore. If we go on, merely charging into problems with a lot of ad hoc pro and con arguments in the way that matters have been hashed out in Congres or at the Commission in time past—then we are not going to be adding anything new.

Q. The system merely amplified the adversary atmosphere in which problems were considered?

A. Exactly. And amplifying the adversary attitudes of interested parties did nothing more than confound the confusion. I don't think we need any more confusion. We have an adequate supply.

Problems need to be subjected to somewhat more analysis than they have typically received. And this analysis can be used as a basis for discussing the problems within the D.O.T., with the Commission, with Congress, with the railroads and with the others who are concerned in one way or another.

This approach can be seen in the way the government has recently attempted to attack at least a part of the industry's problems through the Office of High-Speed Ground Transportation.

The Northeast Corridor study is precisely an attempt to analyze and rationally sift our way through the rail and other transportation problems of this northeastern region. The HSGT demonstration program, which is the publicly obvious part of our work involves running trains and supporting the development of new kinds of service; but it is importantly designed to provide us with information which we and others can use as a basis for a more rational analysis of the railroads' role in intercity passenger transportation and in developing a more rational overview of the structure of the intercity picture.

Now, economics provides us a handle for assigning rational, structured values to alternatives—and this involves developing some notion of what service is worth and what it costs and what one gets for his money when one puts these things together in certain combinations.

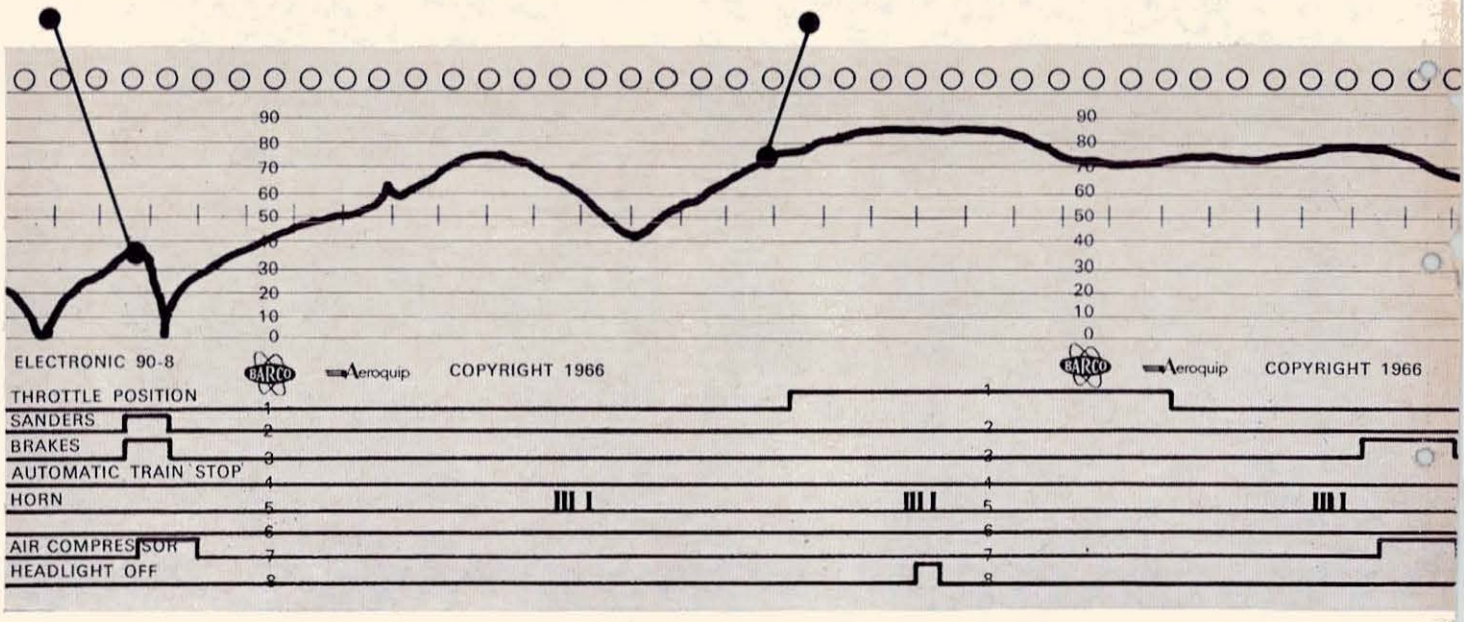
We envisage the work of the Federal Railroad Administration and of D.O.T. itself as following very much this line of attack, where we identify specific problems, structure them in a way so they can be subjected to rational analysis and, where we don't have the information that rational analysis requires, going out and getting that information by actual market experience.

Q. Or by formal research?

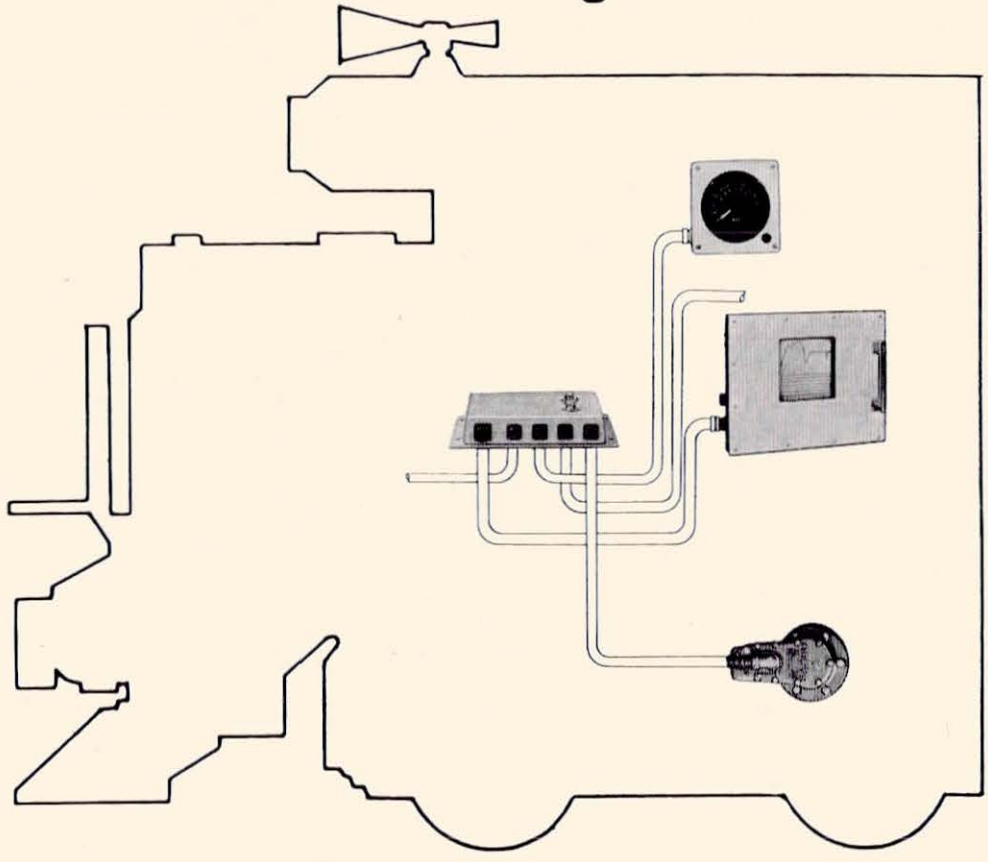
A. Yes, as in the case of the research and engineering portion of the high-speed ground transportation program where we are attempting to develop information about the economics and operating characteristics of conventional railroad transport at speeds higher than are usual today and to use that data to project or forecast what might be done with these higher speeds or even higher speeds tomorrow. In this case, our capability to do testing is limited to 150 mph. That's a significant increment over today's practice. We can learn something about problems at 150 mph and, hopefully, be able to infer from data developed during these tests something about the problems, costs and

"Distance 3 miles,
Speed 35 mph., Brakes On,
Sanders used, Air Compressor On."

"Distance 16 miles,
Speed 75 mph.,
In Eighth Throttle Notch."



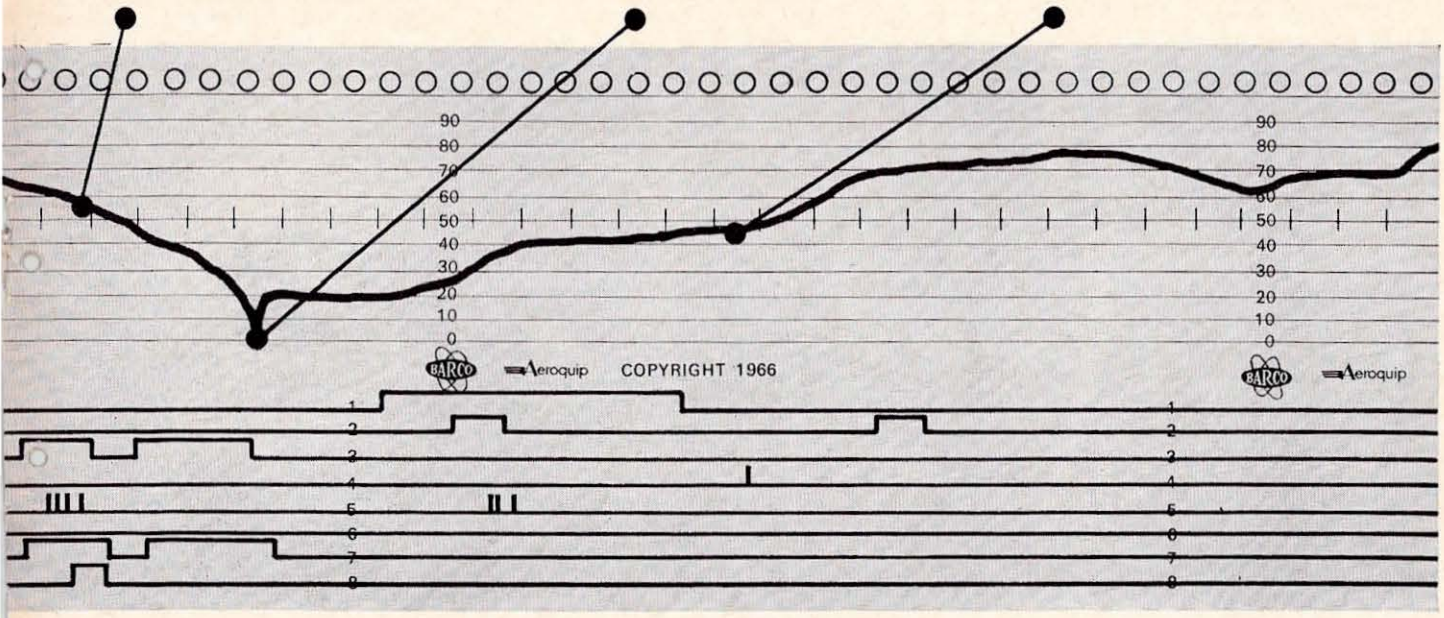
You'll be hearing a lot from it—



"Distance 32 miles, Speed 55 mph., Horn Sounded, Headlight Off."

"Distance 36 miles, Speed "0," Station Westbend."

"Distance 46 miles, Speed 45 mph., ATS Acknowledged."



New Barco Speed Information System

The new Barco Speed Information System is the latest development in modern, electronic instrumentation for today's railroads—from a manufacturer serving the industry for many years. Barco's completely integrated Speed Information System precisely indicates and records speed. But that's only the beginning. It also permanently records up to eight additional events, such as application of brakes, blowing horn—or any other event that can be represented by an on-off electrical signal. This highly reliable system enables you to measure and analyse locomotive operation and provides critical information for your legal and operating departments.

The Barco Speed Information System is available in two basic options: (SIS I) The complete system with speed indicator and recorder (including module, axle drive and interconnecting cables): (SIS II) Speed indicator, control module (with circuitry for addition of recorder if desired later), axle drive and interconnecting cables.

The Barco SIS precision speed indicator, included both in SIS I and SIS II, is available in two meter sizes: 4.00" diameter or 5.57" diameter. The smaller meter is specifically designed for console mounting, while the larger meter has its own case for mounting in any location.

Designed for rugged railroad service, the Barco SIS recorder is available in two additional options: (1) speed only, (2) speed and up to 8 events. It is highly accurate and may be installed anywhere, in the locomotive. Its heavy cast aluminum case supports the shock-mounted, swing-out chassis. This swing-out feature makes it easy to install new tape or remove the used-up portion of the tape.

The Barco Speed Information System offers maximum flexibility. All components are easily mounted and installed; all are designed to give excellent service to suit whatever operating information you may require.

Thinking modern? Think Barco Speed Information System. With its space-age solid-state components, this unit contributes to the efficient operation of today's progressive railroads. For complete information, call your Barco representative. Or write for Catalog 1112, Aeroquip Corporation, Barco Division, 500 Hough Street, Barrington, Illinois. *Aeroquip products are protected by patents internationally*

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capabilities we could anticipate if we pushed speeds to 175 mph or 200 mph.

Now, this is all part of a structured research approach to the question of what can you do with railroad transportation in certain kinds of operating regimes which is simultaneously looking at the possibilities for railroad passenger transportation in certain kinds of markets under various competitive circumstances.

Q. This gets into the bailiwick of the other modal administrations at D.O.T.?

A. Sure—the high-speed ground transportation program is really not a modal program at all, although some of the questions that remain unanswered with regard to rail transportation are rather critical parts of the larger question of what we ought to do with all modes of transportation.

We lack data and experience in rail transportation relative to other forms of transportation because there has been relatively little research, relatively little experimentation, relatively little thinking about the relationships between rail and other modes. There are fewer knowledgeable technical and professional people in rail transportation than in other modes; and, it follows, we are not in as good a position to forecast as are those who are working, as an example, in air transportation—where there is a great deal of work going on. A great many people have developed good intuition about where air transportation can go or will go simply because they have been thinking about it and working toward rational objectives. You don't have the same reservoir of people in railroad transportation because there has been less work done by people in pushing technology, and economic analysis—therefore, you don't have enough people who can contribute informed judgments. We have too little data that can be used as a basis for explicit forecasts.

Q. Does this point to an increase in the "soft" research area for the Federal Railroad Administration?

A. Yes. Until now, of course, the government has done relatively little in the way of soft research studies of rail transportation problems. And what's been done has been on an ad hoc basis. There has been little structured, long-term work done and there has been no particular encouragement on the part of the government for others, including the rail industry, to study some of these problems. This is a state of affairs which, again, is somewhat different from that which obtains in air transportation and highway transportation where there have been incentives for people to do work on the future of those modes and where, as a consequence, there is a larger reservoir of skilled professional people whose knowledge you can draw upon in attempting to forecast where things are going to go.

So, we have some catching up to do in railroad transportation. And when I say "we," I mean everybody, not just the federal government. The government can obviously set the tone for what those who are interested can do and can thus increase their willingness to risk some time and money studying the future.

Q. You mean railroads, railroad suppliers, industry organizations?

A. Yes, I think that if the federal government can demonstrate a genuine interest in the future of rail transportation—perhaps even genuine optimism—it's going to be very much easier for people in the industry to think seriously about the future. In an era when it was questionable whether the government cared if the industry sank or swam, it was obviously more difficult for carrier managements to feel comfortable investing money or human resources in looking at the future.

Now, quite clearly, the Administration has taken a positive attitude toward the industry and toward its future. There is a high degree of optimism among all those with whom I deal. This clearly reflects the confidence of President Johnson himself in the industry and the role it can play in the future.

I think that if the Administration continues to show this kind of face to the industry and follows it up with some positive action wherever it can, the industry is going to be encouraged to take a longer view of their own problems and to begin doing some of the things which, until quite recently, they really weren't encouraged to do at all.

I am sure it would have been difficult for the Pennsylvania to have made an investment in the future of intercity passenger transportation by rail that they are now making if they did not have positive evidence of the federal government's interest in that future and willingness to share the financial risk of determining what that future might be. When the Congress passed the High-Speed Ground Transportation Act of 1965 it was saying that railroad transportation was an important part of the over-all transportation system of the country and that railroads needed and deserved some assistance in realizing this future. That's a very big kind of public decision, really. Not that previous Congresses or Administrations thought that railroads were unimportant—they've just never had anything so positive to say.

Q. Is this, perhaps, a reflection of the government's increased ability to take on complex administrative and policy problems as a result of the much more sophisticated, social science-oriented element in federal activity? The work and worry about the nature and rehabilitation of cities, for example?

A. There is no question but what this is the case. You can trace a great deal of this kind of government activity to the development of fundamental competence in the social sciences—which has provided an ability to take complicated social and economic questions and put them into some kind of perspective and make some kind of sense of them.

Further than that, the successes of the Defense Department in coming to grips with some of the very complex administrative and technical problems they have had to deal with have encouraged others to grapple with some problems that formerly seemed essentially intractable except by process of public argument. Whoever shouted the loudest used to do pretty well and, by and large, some pretty sensible results were evolved that way.

But now, there are more and more people, in and out of government, who are satisfied that we don't have to settle all of these complicated problems on the basis of argumentative lung-power. Multi-modal transportation system questions are enormously complicated. We can't solve them by computer, but we can clear up many areas in which our understanding has been lacking heretofore by going at the arguments of the past analytically. Then, by a carefully structured look at these problems we can get to fundamental questions of judgment that should be decided by the Congress or by the give-and-take between parties interested in a particular problem.

It's our hope that we can be of substantial assistance to the regulatory agencies, including the state commissions, by using our resources and our professional capability, to subject certain aspects of their problems to some kind of rational, structured analysis,

of its problems"

thus simplify the decisions they are required to make by clearing away some of the nits and lice of the questions.

Q. That sounds as though D.O.T. will have a problem assigning priorities among the questions afflicting various agencies?

A. Yes, but that might not be as difficult as all that. As example, the Interstate Commerce Commission is responsible for struggling with the car supply question because the car service responsibilities are vested in the Commission. Now, we've been talking with the Commission about the problem for some time. We were doing this when some of us were at the Department of Commerce, before D.O.T. was created. Our aim was simplification of the problem from the Commission's standpoint.

Out of these discussions and a good deal of staff work on the part of our people, we evolved a set of specifications for studies which we think feasible. Everybody working on car shortage problems has a fundamental lack of data—the railroads, the Commission, the AAR, the Congress and everybody suffers from a serious lack of information.

We hope now to let a research contract. We have invited proposals from a large number of firms and have received a number of proposals to look at a particular aspect of this problem, and we are getting close to actually awarding a contract to one of these firms to study one aspect of the car shortage problem. We will ask this contractor to develop a way of assessing the net economic impact that results from a shortage level in various characteristic kinds of situations.

Now this won't give us a direct answer to what the net economic impact of previous car shortages has been—for two reasons: one, we don't know what previous shortage levels have actually been; and, secondly, even if we did know what the shortage level was, we would have to have other data to come up with a number enabling us to say that the net economic impact of the shortage level that obtained for grain loading last year was so-and-so.

The problem is just too complicated for such answers. But what we can develop, we think, are some insights as to the mechanisms triggered by shortages within the economy. That is, how do these shortages make themselves felt, in what way are shippers and others disadvantaged, in what ways are people advantaged—because some people, obviously, are advantaged by car shortages. And, what's the net impact? What's the differential impact on certain classes of actors in the situation?

Q. The approach is the essence of the matter, not the circumstances of the specific shortages?

A. The important thing is that we are not going to attempt to solve the car shortage problem. We know enough to know it's not the kind of problem you "solve." Further, we're not going to attempt to tell the Commission what to do about the problem. I am perfectly willing to give them our views off-the-record or in appropriate circumstances on the record, if that seems to be indicated. What we do hope to be able to do is to help the Commission understand certain aspects of the problem better and, in the process, very importantly, to help ourselves understand the problem better and, thus, to help the Congress understand the problem better. We may also help the industry to understand the problem better by studying those aspects of it which we think can be studied usefully.

This is an example of the kind of thing we hope to be able to do and it is with this sort of thing in mind that we are attempting to hire people with professional and technical capability who can work with outside consultants and research organizations and universities. This, of course, is a long-haul way of operating. We're about to let a contract on one aspect of the car shortage problem—and we don't expect to get definitive results. We won't get the study back until eight months or a year after we let the contract. In the interim, we'll go on to at least another study in the same area. It will literally be years before there is a direct, identifiable payoff.

But, a beginning will have been made. Importantly, people, ourselves included, will begin to think more carefully about the problem. This alone will have a cumulative effect. People will say more sensible, informed things about the problem. The more that informed people get on problems of this kind, the more likely the policy-making machinery is likely to come up with sensible answers.

Q. Might this not provoke some outcries for quicker answers?

A. I imagine. But, the car shortage problem—to continue using our example—has been with us for a long time. The folks who've dealt with the problem in time past, typically, have done something on the back of an envelope and then gotten up to make a speech. The problem wasn't solved. So, if we can't solve the problem between now and tomorrow morning, it ought to be recalled that previous effort hasn't produced any final solutions, either. So, if we begin to solve the problem two or three years from now, we will have made a positive contribution.

This doesn't mean, of course, that D.O.T. or the Federal Railroad Administration won't say anything about a problem until two, three or ten years have been spent studying it. Congress and the Administration are faced with a need for decisions day-by-day. We will be able to contribute sensible suggestions, ideas and reactions to problems. We don't expect to hide behind studies-in-progress—that would be as irresponsible in its way as, in the opinion of Secretary Boyd, it would be irresponsible for the D.O.T. not to do any of those things. Essentially, we

What the boss thinks

Alan S. Boyd (left), Secretary of Transportation, recently said he had met no one else with A. Scheffer Lang's grasp of the total potential of the railroads. The remark was made in Washington, D.C., when Lang took his oath of office as Administrator of the Federal Railroad Administration. The Secretary explained that he had in mind principally Lang's capacity for dealing with the industry's relationship to the country's over-all economy. Thus, Boyd does not expect anyone to tell Lang: "You just don't understand." Boyd called the creation of the Railroad Administration a heartening development in the history of railroading, because it affords opportunity for some sort of promotion, instead of adherence to the historic approach with its emphasis on taxation and regulation.

"I think we can be very helpful

have a responsibility to respond both in a short-range way where it seems necessary, and also to try to lay the ground work for an increasingly well-informed and intelligent response to these problems over the long-run.

Q. That seems to put a lot of pressure on you, Mr. Lang. You're a sort of two-way communications link between the industry and the Administration through D.O.T.—and vice versa?

A. Well, that might describe the role that I and my counterparts in the other D.O.T. administrations are already playing.

Q. What input would you welcome and expect to get from the railroads? What can the railroads reasonably expect you to be doing with this input in terms of policy formulation at D.O.T., with ultimate translation into appropriate federal policy recommendations?

A. Let me answer that with an example.

The Congress and the Administration are increasingly concerned with safety. They are specifically concerned with safety in transportation. Naturally this interest is because the public is concerned with safety, too.

Now, one aspect of the highway safety problem is a growing concern with grade-crossing accidents. Railroads and railroad employees, particularly the operating people, have also become increasingly concerned about this danger to life and threat to operations. The increasing concern manifested everywhere seemed to justify grade-crossing accidents as one of the first problems the Federal Railroad Administration should tackle.

I assigned people to begin structuring the problem, to begin pulling together some of the work that has already been done on the problem, and to codify the ideas that have been generated as to how the problem might be attacked by a combination of private and government action. To develop some sort of structured overview of this problem and to elicit a more carefully catalogued and detailed set of facts as to how this problem might be attacked, I am obviously interested in the ideas, experience, knowledge and insight of some rather diverse groups.

I am particularly interested, of course, in the way the carriers view this problem, and in the ideas they have about ways in which the problem can be reduced. So, one of the first things I asked the people working on this project to do was to go to the AAR and have some preliminary conversations about putting this problem into perspective. This will establish a dialogue with the AAR and, ultimately, with interested companies. I expect to develop this into a very active interchange of ideas and information over the next few months that will help put the problem into a perspective and structure so that the kinds of options that might be open to D.O.T. can be identified, for dealing with the problem directly, or for going to Congress and recommending that they give us certain authority or that they in some way provide for federal, state or local action that would not otherwise be forthcoming.

Of course, we are also talking to other people. For example, we are also talking to the people in the Federal Highway Administration who are concerned with this problem and to both the Bureau of Public Roads and the highway safety agency. We will also be talking to those in Congress who take an interest in the problem and who know something about the problem. We will also be talking to the railroad brotherhoods who are concerned with this problem. And we will expect to talk to the people in the Teamsters' union who have been concerned with grade-crossing safety. We'll talk to people in universities and research organizations who have worked on the problem. Thus, the carriers provide only one input and one source of advice and assistance, albeit a very major source of advice and assistance upon which we are going to draw.

We, in turn, can provide a communications mechanism perhaps more efficient than anything the industry could hope to structure itself. As you know, the Federal Highway Administration and the highway safety agency are just upstairs from the Federal Railroad Administration and are part of the same organization that also has the people in the office of the Secretary concerned with the evolution of Administration policy in transportation matters.

In a nutshell, the input here comes from the carriers, the brotherhoods, and other interested outside parties. From us it goes to and is discussed with the Federal Highway Administration and other key people in the Department. From this collection of inputs, the Secretary will formulate advice and policy recommendations or even legislation for the Administration.

Now this doesn't shut off the kind of communication, for example, that the AAR can and does have with Congress. It supplements and, hopefully, amplifies the communication that comes from the AAR. We are in a position to add some things that the AAR is not in as good a position to add because they do not have the staff or the ready access to information and people that we do have. So, actually, the Federal Railroad Administration constitutes a new channel of communication for the industry to the Congress, to the Administration and, in some cases, to other interested outside parties.

Actually, while we're on the subject of safety, it seems to me that the entire safety program insofar as it affects

to both the carriers and the brotherhoods"

railroads is due for review. Part of the present programs is outmoded and not at all focused on important industry problems. We can do a more efficient job in our administration of safety. We ought to make our work more performance-oriented than the kind of nit-picking about bent grab-irons that has sometimes characterized the present program.

We're disturbed at the large volume of prosecutions for minor matters. Fines are a nuisance rather than a pressure for change. There is more work for lawyers than for people genuinely interested in safety. Without being critical of the Commission—they had many constraints—we can develop more effective programs, be less bothersome and more effective for taxpayers. We'll hope to apply staff analysis to achieve more of a rifle approach than the present shotgun approach to the problem. We'll concentrate on problem railroads and problem points and get out of the hair of the people doing a good job. You can always find violations, but that is not the point of a good program. Results are!

Q. You mentioned consultation with the brotherhoods. Do you have any hopes and expectations from FRA's long-range involvment in the industry's labor matters?

A. I think we can be very helpful to both the carriers and the brotherhoods in placing railroad transportation, particularly the future of rail transportation, in clear perspective.

D.O.T. has a responsibility for and, I think, already some substantial capability for, understanding how transportation as a whole is evolving in relationship to the economy and the society and how various elements of our overall transportation system relate to each other and how they can be expected to relate to each other in the future.

We are in a considerably better position than the brotherhoods are and, in some respects, even than the carriers are, to appreciate what kind of forces are at work in the society that are going to have an impact on their interest and their welfare.

The brotherhoods and the carriers are both very important constituents of ours. I expect, if we do a decent job for them, to assist them in jointly planning for their own and in understanding what kind of things they ought to be doing, what kind of things they ought to be thinking about and what kind of problems the carriers and the brotherhoods ought to be in closer communication with each other about.

We can bring to them a view of the larger environment within which they now function and will have to function in the future.

Q. Are you optimistic about being able to bring such cooperation to pass?

A. I am not pessimistic about it. Both D.O.T. and the Federal Railroad Administration have a very optimistic view of the future of rail transportation. I would hope that we can not only help them plan for their own future effectively than they would otherwise, but I would also hope that we can infect them with more optimism than I perceive today, either among the brotherhoods or the carriers.

We stand back and look at transportation as a whole. Railroad transportation not only looks to be very important in the future of transportation, but it looks as though it is going to be, in some ways, even more important than it is today. It's going to play an even more central transportation role in society in the future.

I don't think, frankly, that either the carriers or the brotherhoods, individually or collectively, have looked enough at the world outside the industry to be able to appreciate where the industry can go and should go, in depth and detail that they ought to appreciate it.

Q. You think the FRA can bridge the gap between the carriers and the brotherhoods in areas where planning can be mutually beneficial?

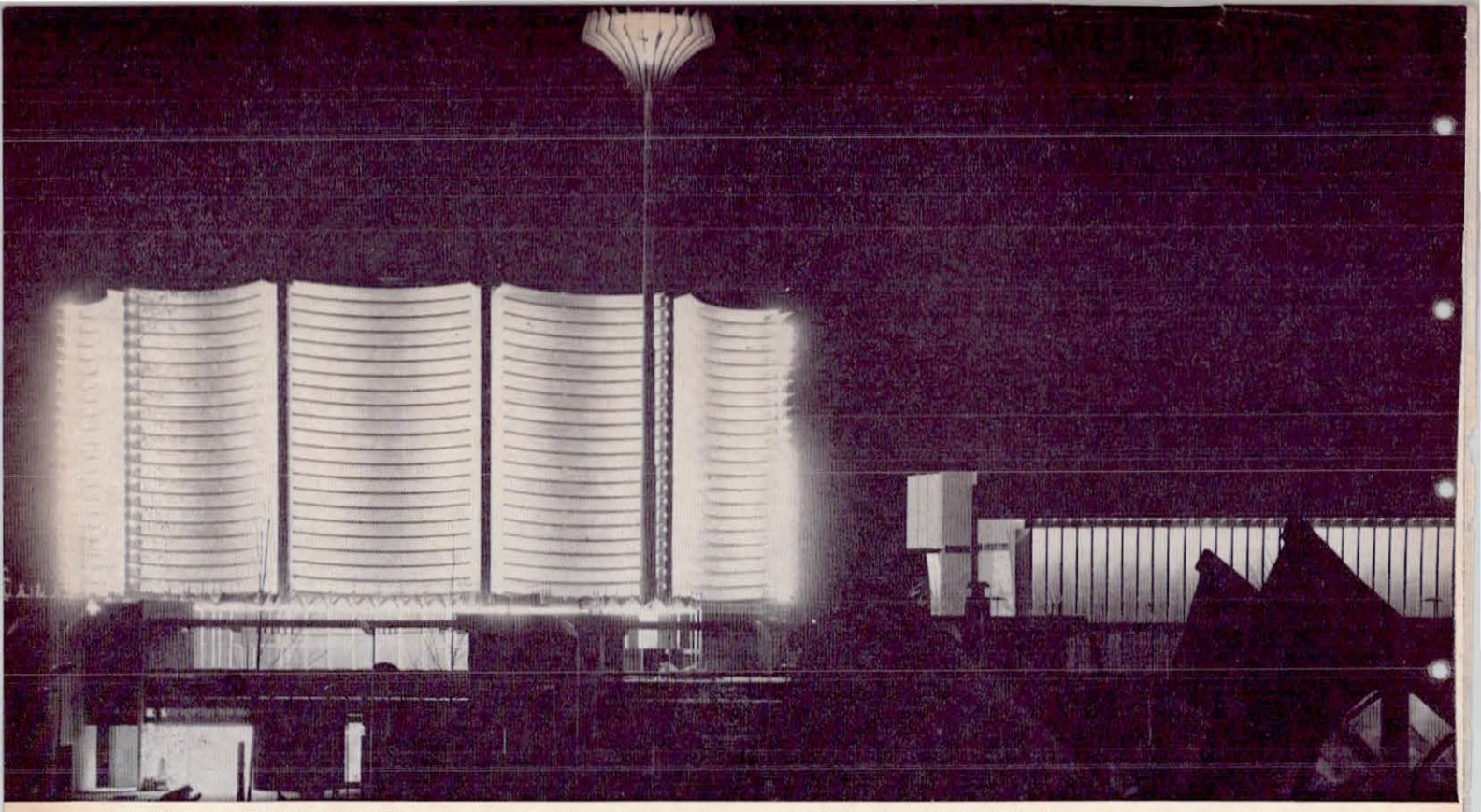
A. D.O.T. and the Federal Railroad Administration are in a rather central communicating position. If the railroad industry understands a particular problem or has information on a particular problem that is of interest to the brotherhoods—and vice versa—to the extent that there is not adequate communication between the two, we can supplement that communication. That much will help.

Q. Of course, that kind of activity is at the heart of D.O.T. relations with Congress and the Administration?

A. We have a clear-cut responsibility to inform Congress. The Congress logically looks to the Secretary to tell them something sensible and thought-through about what is going to happen in transportation and what it makes sense for the federal government to be doing and not to be doing and what it makes sense for the carriers, the shippers and others who are affected by federal laws, present or future, to be doing.

We have to develop this kind of capability if we are going to do our job for Congress and the public. Given that we do develop this kind of capability, as I think we will and already have to some extent, it will be equally available to non-government organizations and groups such as the carriers and the brotherhoods. So far as I am personally concerned, we intend to do everything possible to make available to these people the kinds of insights that we can develop from our rather special vantage point. Obviously knowing our thoughts can be to both their advantage and the advantage of the Administration and the Congress. The Administration is developing advice for Congress that should be understood by the non-government organizations and groups who are going to be coming to Congress asking that attention be given to their problems. It would be valuable if all parties have at least a common starting point, that shares common information.

They don't have to agree upon what it is that information tells them. You can't expect that. Congress disagrees with the Executive Branch. The AAR doesn't agree with the Railway Labor Executives' Association. But, at least, everybody ought to be working with the maximum possible information. Everybody ought to be informed. The more informed everybody is, the better the job Congress can do and the better the job the Executive Branch can do administering the programs and policies that Congress has enunciated. ■



CANADIAN PACIFIC-COMINCO claim to have the largest of many exhibits by private industry.

expo67 Automatic transit serves Canada's big birthday show

Canadian Pacific and Canadian National rate top billing among private exhibitors. Wabco-automated Expo Express provides fast on-ground service between major exposition areas; foreshadows how future city transit systems may be run.

Expo '67—the world fair which is the high spot of Canada's centennial celebration—got off to a booming start on April 28. On that day, and on the following Saturday and Sunday, some 1,400,000 people—local residents and tourists alike—poured through the gates to get a first look at the long-heralded exposition.

It seems safe to say that few of them, if any, could have been disappointed in what they saw. The setting, on partly man-made St. Lawrence River islands just a few minutes travel from downtown Montreal, may be the best site a world fair has had since San Francisco's Treasure Island show in 1940. The exhibits themselves follow a coordinated theme, and do it with a high degree of competence, quality, ingenuity and imagination.

Nowhere, perhaps, are those characteristics better demonstrated than in the fine exhibits contributed by Canada's two major railways. Neither attempts to "sell" railroads or railroading, except in the softest possible way. Both, rather, are related more closely to Expo's over-all theme, "Man and His World." They adhere strictly to the fair's non-commercial nature.

From a professional standpoint, however, the railway visitor can find much else of technical interest in and around Expo—especially if his interest happens to lie in the field of transit or of short-distance passenger transport.

He can, for example, ride the newest line of Montreal's fine new Metro (RA, Sept. 5, 1966, p. 18). That will take him in short minutes from either downtown Montreal or the south bank of the St. Lawrence to a station in the heart of the Expo.

• **Expo Express.** Even easier to observe, because it runs above ground, is Expo Express (RA, Aug. 1, 1966, p.18).

That is the principal on-ground transport system—with the added distinctions of being the world's newest and most highly automated transit operation. It runs from the fair's principal entrance at Place d'Accueil to the La Ronde Amusement area, with three intermediate stations (one of them a one-way stop) at main exhibit areas. Distance is 3.7 miles. Under crowded conditions running time is from 14 to 15 minutes —most of that, of course, being required to receive and discharge passengers. Average speed of trains is 20 mph, but they reach 45 mph at two locations.

At full capacity, with trains on three or four minute headways, the system uses eight trains of six cars each, all built by Hawker Siddeley Canada, Ltd. They are essentially subway-type units, air conditioned, and holding about 200 passengers each. Each car is powered by four 120-hp motors. Current purchased from Quebec Hydro at 12.4 kv ac is converted to 600 v dc at five rectifier stations.

Operation of trains is fully automatic, under a system supplied by Uniswitch Corp., Canadian subsidiary of Wabco, and supervised from a control room at Place d'Accueil station. Since EE trains operate 24 hours per day, seven days per week, this control center is continuously staffed by a dispatcher and supervisor.

Under the automatic train operation (ATO) system, the single attendant on each train is responsible only for opening and closing car doors, and for pushing a "go" button when a train is ready to leave a station. Speed control, braking and stopping are completely automatic. Each attendant does, however, have a portable Wabco radio through which he can talk to the control center if necessary. Passenger flow is supervised and protected by platform guards at all stations.

All EE operating personnel are drawn from the Montreal Metro. Train attendants work successive trains on a "step back" basis. When an attendant pulls into either terminal he leaves his train, and walks back to the other end of the island platform to take over the next following train. His own incoming train is taken out by the attendant who brought in the preceding train.

Since EE is provided free to all Expo visitors, with no tickets or turnstiles, there are as yet no reliable figures on number of passengers carried. Checks will be made. Meantime, EE supervisory personel estimate that in the fair's first three days their trains carried one passenger for every visitor—a staggering total of 1,400,000 riders.

For shorter distance transport around the grounds there are three "Minirail" systems, aggregating 33,000 ft in length. All three systems consist of electrically powered, rubber-tired trains of open cars seating from four to 12 passengers and running on steel sled beams an average of 12 ft above ground. The beams are supported at most locations on "A" frame steel towers which present no obstacle to ground-level traffic. The two shorter "Minirail" systems were purchased from the Swiss National Exhibition in Lausanne; their trains are motorman-operated. The third system is fully automatic.

● **Canadian Pacific.** Canadian Pacific's exhibit is presented jointly with affiliated Cominco. It consists of a 12-sided building housing a 600-seat theater, and an adjoining exhibit building, plus a landscaped plaza and high-rise mast.

Visitors go first to the theater, where a 20-minute motion picture is shown 24 times a day through six synchronised projectors playing on six curved screens, in what is said to be "a major advance in cinematography."

The picture itself, filmed in all parts of Canada, with non-professional actors, is titled "We Are Young." Its theme, closely related to the basic theme of the entire Exposition, is the development of Canadian youth in exploring "Man and His World." Not surprisingly, some of the exploration, but not all, takes the form of a thrilling (if admittedly rule-breaking) hitchhiker's track motor car trip over some of CP's scenic western Canadian rails.

From the theater, visitors go to the "5 + 1" exhibit building, where they have the opportunity to experience man's five basic senses—taste, touch, smell, sight and sound.

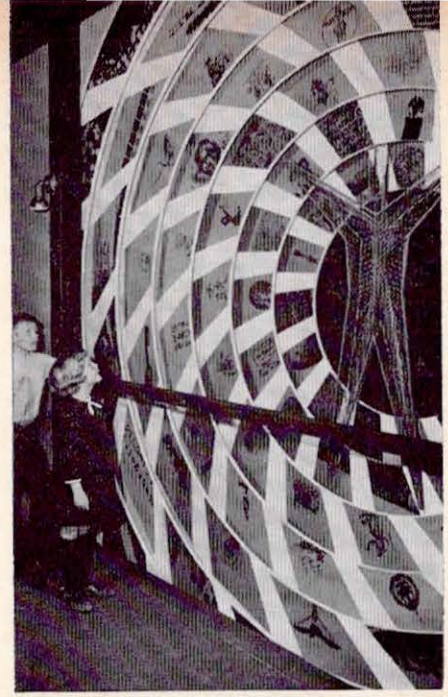
The final, "+ 1", section of the exhibit relates the five senses to everyday living through graphic demonstration of the contributions which the two sponsoring companies make to the Canadian environment. This is accomplished chiefly through rapidly flashing slide projections which show the work CP and Cominco do, and the numerous types of equipment they provide to accomplish it.

General manager of the pavilion is the CP's E. L. Guertin, with R. E. Olson as assistant general manager.

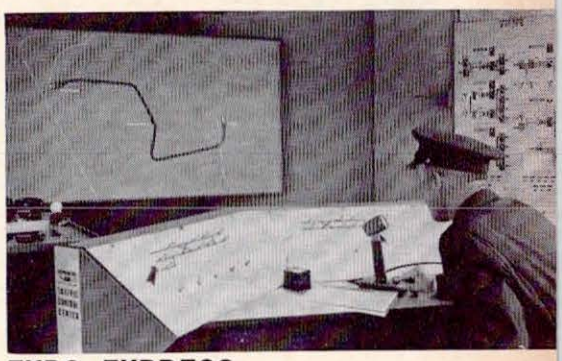
● **Canadian National.** CN's exhibit explores the twin themes of Time and Motion. These, says the railroad, are "subjects which have always fascinated man, and have been forever present in his life; and are also two key concerns of CN in its day-in, day-out role of moving men, materials and messages."

The exhibit is a housed in a group of nine geometrically-patterned cells which are linked to a 200-seat theater. As visitors walk through the interconnecting cells, a series of computer-controlled story-telling devices, plus special lighting and sound effects, show how time and motion affect man and his world, and the relevancy of these themes to CN operations. Individual cells cover such topics as time in nature, time as man perceives and pursues it, and time as "a lingering riddle."

From the exhibit cells, visitors go on to the theater, where a 15-minute, 70-millimeter motion picture is projected on a 60-ft screen. The spectacular picture covers the gamut of human motion, from a crawling baby to an orbiting astronaut. Between those extremes are shots of a swinging child, of athletes in action, of free-falling sky divers—and of CN trains and yards speeding passengers and freight across Canada. Exhibit manager is James Muir, special assistant to director of public relations, CN. ■

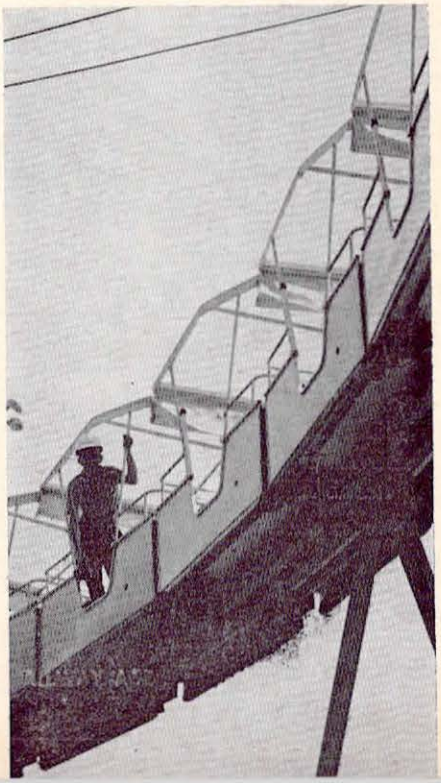


CANADIAN NATIONAL
Time and motion, in life and on railways, are subjects of CN's display.



EXPO EXPRESS
Control center governs movement of trains running on 3-4 minute headways.

"MINIRAIL"
Swiss-developed elevated monorail carries passengers within exhibit areas.



FOUR PLUG DOORS are on each side of this welded steel, 70-ton car. The doors, when closed, provide a watertight interior.

This box car can work like a flat car

Fifty new "Thrall Door" box cars are operating on the McCloud River. Although designed to handle lumber products, there is almost no limit to the variety of merchandise they can haul.

Plug doors that close to produce a flush interior, combined with a rigid roof and bulkhead end construction, are important features of Thrall Car's new all-door box cars.

Designated "Thrall Door" cars by the builder, the first 50 of the welded steel, 70-ton units equipped with FreightMaster end-of-car hydraulic cushioning, have been completed at the Chicago Heights, Ill., plant. Built for U.S. Plywood Corp., the cars were delivered to the McCloud River Railroad, a California short line and a subsidiary of U.S. Plywood.

● **Already impact tested.** Impact tests of fully loaded cars have been made up to 14 mph with no damage to the lading, car structure or the operational features of the plug doors.

"We are quite pleased and excited with the Thrall Door cars," says Flake Willis, McCloud River president, "because the interior is similar to a regular box car. With the doors all flush, the inside of the car is smooth, permitting the loading of the car in much the same manner as a solid wall box car.

"Our first all-door car which we have had in service for four years is equipped with regular sliding doors instead of plug doors. This means that it must have the lading tied down in the same manner as on a flat car. With the plug doors on the Thrall Door car, we do not have this problem of lading being against the doors."

● **Not only for lumber.** R. L. Duchossois, Thrall president, points out other features of the new cars. The design, he says, "combines the advantages of a flat car for rapid, mechanized loading and unloading of long, bulky cargo, with the inherent lading protection of a box car. While the first 50 cars were designed to handle lumber products, there is virtually no limit to the variety of merchandise they can handle—with substantial savings to railroad and shipper alike."

The four Youngstown plug doors on each side of the car ride on two parallel tracks at the side sills. The 12-foot 4-inch end doors are on the inside track. The center doors, one 12½ feet wide and other 12 feet 8 inches wide, ride on the outside track. The maximum opening possible when each center door is moved to the adjacent end, or when all doors are at one end of the car is 25 feet. Nominal vertical door opening is 9 feet 7¾ inches.

● **Rigid roof construction.** The Thrall patented truss roof and bulkhead end are designed to insure that all doors will open easily and close to produce a watertight interior. The center sill, supplied by Inland Steel, although it weighs considerably less than rolled sections, meets AAR requirements. It consists of built-up, welded plates forming two 30-inch-deep, wide-flange beams. Side sills are 18-inch channels.

The ends are a welded design consisting of four 18-inch vertical channels welded to the underframe and roof members. Each end is faced with 3/16-inch plate and reinforced with four I-beams. The roof consists of 11-gauge steel sheets. It is supported by angles and reinforced by four roof joists extending longitudinally from end to end.

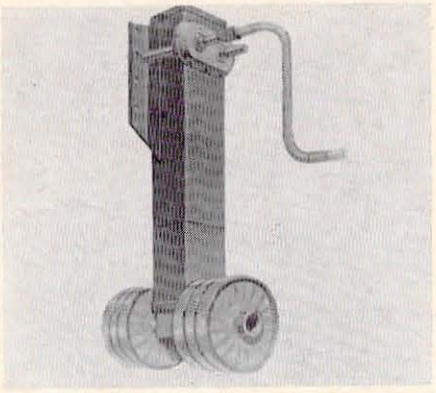
There are six removable load spacers suspended from a ceiling track at the longitudinal center line of the car. These can be positioned at any location and fastened to lading to prevent horizontal movement. To prevent lading from shifting and contacting the doors, there are 13 removable 2- x 4-inch wood side posts along each side of the car. These are supported in permanent top and bottom retainers just inboard of the doors.

The car is 56 feet 4 inches over coupler pulling faces. Between bulkheads it is 49½ feet. Inside clear height is 9½ feet. ■

NEW **PRODUCTS** REPORT

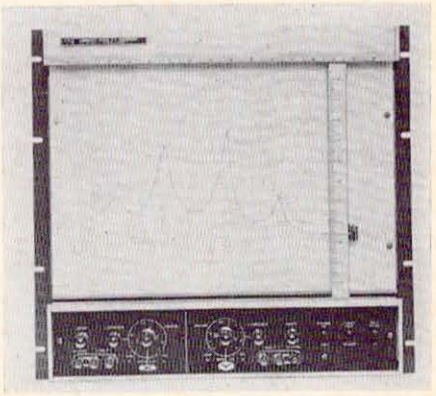
Frequency Meter (RA-1)

There are actually two meters contained in a newly developed audio frequency response meter. One reads frequency and the other reads level. The frequency meter is driven from a logarithmic frequency to dc converter, and the level meter is driven from a logarithmic ac to dc converter. The two dc voltages are brought to the front panel and may be used to draw response curves on scopes or recorders. *Waveforms, Inc.*



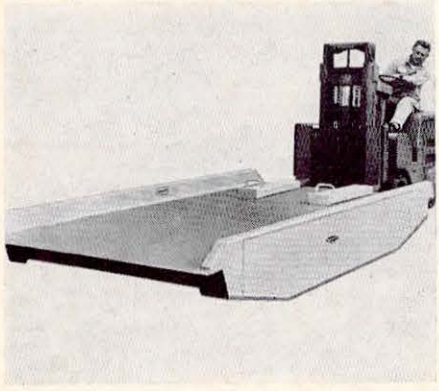
Trailer Landing Gear (RA-2)

Both models of the Liftmaster, a new trailer landing gear, are designed for universal mounting (standard or reverse) and are rated at 140,000 lb static load. Lifting capacity of Model 40,000 (weight 206 lb) is rated at 33,000 lb; of Model 40,100 (210 lb) at 45,000 lb. Gear-box cover, input and output gears, jack shaft and crank shaft can be removed without removing entire leg. If gear fails, only lower leg needs replacement. *Binkley Co.*



Budget X-Y Recorder (RA-3)

By eliminating specialized functions and using castings, extrusions, and printed circuitry to reduce assembly and test time, a quality low cost X-Y Recorder has been designed for plotting one variable as a function of another on 11-in. x 17-in. paper. The unit is intended for general purpose application. Plots are accurate within $\pm 0.2\%$ and instrument linearity is $\pm 1\%$. The recorder has five calibrated ranges on each axis. *Hewlett Packard.*



Track Bridge (RA-4)

New curbing is said to greatly increase safety of Trackwell Bridge which makes it easy for lift trucks to cross tracks between warehouses and plate, between rail car and dock, or between docks. The bridge features the extra strength and shock resistance of longitudinal beams, magne-lift pick up for portability, and heavy-duty welded aluminum construction. Structurals and trend plate have also been improved. *Copperloy Corp.*

Control System (RA-5)

Management and control functions of a railroad in a single geographical distribution system can be accomplished by this system. The multiprocessing approach for diversified and geographically separated operations is employed. Multi-speed communication and data computation provides for car reporting, waybill processing, data communication, per diem and demurrage cost control. Computer uses monolithic integrated circuit components. *Collins Radio.*

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WATCHING **WASHINGTON** WITH WALTER TAFT

TAFT

NEATENING UP THE IC ACT—The Senate Committee's current project to make the Interstate Commerce Act a more tidy package recalls Congress' rejection of a similar proposal some 27 years ago. That was when legislation which became the Transportation Act of 1940 was being shaped up. The current project was announced recently by Senator Warren G. Magnuson (D.-Wash.) in his role as chairman of the Commerce Committee (RA, May 15, p. 7).

The earlier project was an undertaking to accomplish what was then called codification. Generally, that meant rewriting the Act to make the same regulatory provisions apply to all covered modes of transport—to the extent possible. So, it contemplated also that tailored provisions required by any mode would be in the generally-applicable sections. On that basis, the Act would have become a one-part statute. The present law gives the modes their own parts—Part I for railroads, express and car line companies, and oil pipe lines, Part II for motor carriers, Part III for water carriers, and Part IV for forwarders.

PRESENT CONFUSION—Senator Magnuson does not regard his present undertaking as a codification project. He does not use that word. Seemingly, he wants to avoid conflict of his Committee's jurisdiction with that of the Senate's Committee on Judiciary which has law codification in its bailiwick. Thus, the Magnuson project is for "consolidation and reenactment" of the Act.

The Senator thinks the Act needs that treatment because it has been modified by some 80 amendments since it was passed originally in 1887. "An example of the confusion," he says, "can be found in provisions relating to the Interstate Commerce Commission. Section 11 of the present Act provides that the Commission shall be composed of five commissioners serving six-year terms. Section 18 provides that each commissioner shall receive an annual salary of $7,500. Section 24 provides that the Commission is enlarged to 11 commissioners, each with a term of seven years and annual compensation of $12,000." The Commission still consists of 11 members with seven-year terms, but other laws have made the annual salaries $28,500 for the chairman and $27,000 for the other members.

ICC WILL BE ADVISER—The Commission has agreed with Magnuson to assume primary responsibility for the project. It will prepare a proposed draft of consolidating legislation for the consideration of interested parties. Returns from that submission will guide the shaping up of a bill. But there will be no hearings on it until time has been allowed for study of its provisions, Magnuson promises.

The Senator hopes for final Congressional action before the present Congress dies at the end of next year. That hope is based on his plan of making the matter as non-controversial as possible. "I want to emphasize," he says, "that this consolidation and reenactment will proceed under a directive not to make substantative changes in the law."

THE 1940 CONTROVERSY—That approach is calculated to avoid what made the 1940 project a major controversy, i.e., the undertaking to include codification in legislation which also embodied substantative amendments to the Act. The principal amendment added Part III which brought inland water carriers under regulation.

While the railroads favored codification, it was opposed by the water carriers and motor carriers. These opponents won the battle with a don't-know-what's-in-it argument, contending they couldn't be assured that codification would not augment the impact of regulation on them. Meanwhile, however, a bit of codification was achieved by the 1940 Act. It dropped the separate policy declarations of Parts I and II, substituting one policy statement applicable to all covered carriers; and it put all merger and acquisition-of-control provisions in Section 5.

WP wins fight for rate equality

Since 1961, before the ICC and in the courts, Western Pacific has been battling against what it has regarded as rate discrimination in the Pacific Northwest. Now, as of April 1, WP has what it has sought for so long: Rate equality, or, as WP President Myron M. Christy spells it out, "competitive rates and routes between all points on Northern Pacific, Union Pacific and their connections in Washington, Oregon and northern Idaho, and points in California."

WP's complaint was that NP and UP had refused to join in through freight rates between the Pacific Northwest and California via Bieber on the same basis as those rates maintained with Southern Pacific via Portland, Ore.

● **One win, several losses.** An ICC examiner first ruled in favor of WP, but Division 2 reversed the examiner and the full Commission later denied further hearing. WP then tried the courts. A three-judge panel in U. S. District Court dismissed the complaint. The Supreme Court followed up with a favorable ruling and the stage was set for WP to get the rate setup it wanted. The District Court last November set aside the ICC order denying relief, and UP and NP agreed to establish and maintain the new rate arrangement.

The route involved in the dispute is the so-called GN-WP-ATSF "Inside Gateway," created in 1931 with construction of about 200 miles of line to connect with Great Northern.

Throughout the ICC and court proceedings, the crucial question was whether WP is in fact a connecting line and thus entitled to invoke Section 3(4) of the Interstate Commerce Act, which says that "all carriers subject to the provisions of this chapter . . . shall not discriminate in their rates, fares and charges between connecting lines . . ."

● **The final ruling.** The ICC and the lower court held to a strict definition. But the Supreme Court refused to agree that as a complainant "connecting line" a railroad must either make a direct physical connection with the discriminating carrer or be a part of a through route that already includes that carrier.

As the high court saw it, WP was eligible to complain even though its connection with the UP and NP was not direct but rather via GN. ■

Hugh G. Goodness
BAR

David A. Watts, Jr.
C&O-B&O

W. B. Ellis, Jr.
C&NW

Edward T. Rose
GTW

D. L. Fletcher
GTW

E. Smith Reed
M.I. Co.

PEOPLE IN THE NEWS

AKRON, CANTON & YOUNGSTOWN.—Wayne D. Alford appointed district sales manager, Shawnee-Mission, Kan.

ASSOCIATION OF AMERICAN RAILROADS.—Mitchell A. Morris appointed manager—systems planning, Data Systems Division, Washington, D.C. Mr. Morris was formerly senior staff analyst and assistant manager, Special Projects Office, Office of Economic Opportunity.

ATLANTIC COAST LINE.—J. L. Sparks, general agent, Baltimore, Md., retired May 19, after more than 37 years with the ACL.

BANGOR & AROOSTOOK.—Hugh G. Goodness, assistant general freight agent, Bangor, Me., named freight manager there.

BESSEMER & LAKE ERIE.—Guy A. Rea, assistant supervisor of pricing, appointed supervisor pricing service, Pittsburgh. **Robert F. Joyce** named supervisor coal and ore pricing, after three years in the Pricing Division, Traffic Department. **Joseph J. Surina** appointed supervisor merchandise pricing. Mr. Surina was formerly supervisor of pricing, **Duluth, Missabe & Iron Range.**

BURLINGTON.—John F. Diebolt, assistant to vice president (contracts), appointed assistant vice president, operating department, to succeed **E.J. Brown,** who retires June 1 after more than 48 years' service. **Guy R. Glover,** a staff officer in the labor relations department, replaces Mr. Diebolt.

Ervin E. Numrich, manager of disbursement accounting, Chicago, named assistant comptroller there. **Eugean A. Knol,** assistant to the comptroller, replaces Mr. Numrich, and in turn is replaced by **Joseph J. Gailis,** internal auditor.

CANADIAN NATIONAL.—W. Cameron, mechanical and electrical engineer, Moncton, N. B., appointed mechanical—electrical engineer, St. Lawrence Region equipment, Montreal, succeeding **J. D. Sylvester,** promoted to system electrical engineer.

A. E. Robinson, chief scale inspector, Montreal, appointed supervisor scales and weighing Great Lakes Region, Toronto, Ont., succeeding **H. Phypers,** retired.

J. C. Martin, assistant engineer of track, named system transportation engineer, Montreal, succeeding **E. H. Gilliatt,** appointed to the newly created position of transportation planner.

J. P. Labelle, methods supervisor, passenger sales, Montreal, appointed assistant superintendent (administration) of sleeping, dining and parlor car services, succeeding **W. B. Gunhouse,** promoted.

CANADIAN PACIFIC.—G. D. Pogue appointed assistant superintendent, Ottawa, Ont., succeeding **J. B. Chabot,** named labour relations assistant, department of personnel, Montreal.

E. W. Purssell appointed assistant superintendent, Montreal Terminals Division, replacing **K. W. Cope,** transferred.

T. V. Kennedy appointed assistant regional engineer, Winnipeg, Man., succeeding the late **William Dunlop.**

CHESAPEAKE & OHIO-BALTIMORE & OHIO.—David A. Watts, Jr., manager passenger operations and marketing, named director of passenger services, Baltimore, succeeding **Paul H. Reistrup,** appointed assistant to vice president, for special assignments.

A.E. Novak appointed maintenance superintendent, Baltimore.

M.D. Caniff named trainmaster, Punxsutawney, Pa.

Dr. I. Kaplan appointed director medical services, C&O, Baltimore, in addition to responsibility as medical and surgical director, B&O. **Dr. R.R. Brandon,** named regional medical examiner, B&O-C&O, Huntington, W.Va. **Dr. R.C. Boeklins,** named regional medical and surgical director of both roads at Grand Rapids, Mich.

CHICAGO & NORTH WESTERN.—William B. Ellis, Jr., a member of the corporate development staff, named general superintendent of motive power.

CHICAGO GREAT WESTERN.—H. O. Malm, assistant vice president—rates and divisions, Chicago, retires May 31, after 53 years of railroad service, 43 of which were with the CGW.

DENVER & RIO GRANDE WESTERN.—J. E. Timberlake appointed market director—fuels and **G. A. Bennewitz, Jr.,** named market director—minerals, Denver, Colo. **Donald J. Leffingwell** appointed district freight and passenger agent, Detroit, Mich., succeeding **Frank J. Devaney,** resigned.

GRAND TRUNK WESTERN.—Edward T. Rose, superintendent, Chicago division, Battle Creek, Mich., appointed general superintendent of transportation, Detroit. **Douglas L. Fletcher,** assistant superintendent of terminals, Port Huron, Mich., named superintendent of transportation, Detroit, succeeding **Bruce L. Miller,** named assistant to the vice president and general manager (RA, Apr. 24, p. 57). Mr. Rose replaces **W. A. Eddy,** appointed assistant manager of **Canadian National's** Lake-

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head area, Virginia, Minn., with jurisdiction over the **Duluth, Winnipeg & Pacific.**

GULF, MOBILE & OHIO.—**A. T. Cermak** appointed superintendent dining and parlor cars, St. Louis, Mo.

KENTUCKY & INDIANA TERMINAL.—**L. M. Lawrence** appointed superintendent, Louisville, Ky., succeeding **R. B. Emch,** retired. **J. C. French** appointed trainmaster, Louisville, succeeding **G. A. McDuffee,** retired.

LOUISVILLE & NASHVILLE—**Robert W. Page,** trainmaster, Knoxville, Tenn., named manager, car utilization, Louisville. **Robert H. Wilson,** regional traffic manager, Louisville, retired April 30 after nearly 50 years of railroad service.

MAINE CENTRAL.—**Stephen J. Conley, Jr.,** appointed general systems analyst and **John C. Coyne** named general statistician, Portland, Me.

MILITARY TRAFFIC MANAGEMENT & TERMINAL SERVICE.—**Col. Walter Hibbard, Jr.,** named director of plans and operations, Bailey's Crossroads, Va., succeeding **Col. Francis S. Donnell,** named executive officer of MTMTS. Col. Hibbard was formerly chief, Emergency Plans Division.

MISSOURI IMPROVEMENT CO.—**E. Smith Reed** elected president. Mr. Reed has been assistant vice president-industrial development, **Missouri Pacific.** He will continue to head industrial development activities of the railroad and its subsidiary companies.

MISSOURI PACIFIC-TEXAS & PACIFIC—**G. C. Smith,** trainmaster, DeQuincy, La., named assistant to general superintendent transportation, Houston. **B. J. Stewart** transferred from Osawatomie, Kans., to replace Mr. Smith, and in turn is replaced by **W. T. Ray. Norman D. Clucas** appointed coal traffic manager, St. Louis.

Floyd A. Deming
NP

Guy M. deLambert
NP

Richard A. Beulke
NP

J. J. Graves, Jr.
Union Tank Car

NEWBURGH & SOUTH SHORE.—On May 12, **E. J. Parkinson,** director of labor relations, moved to new headquarters at 1841 East 28th Street, Lorain, Ohio 44055.

NORFOLK & WESTERN—**Charles J. Schreier** has been appointed sales manager, Jacksonville, Fla., succeeding **A.Q. Harris,** who retired April 30.

NORFOLK SOUTHERN.—**John R. Allen** appointed district sales representative, Woolworth Bldg., New York.

NORTHERN PACIFIC—**Louis W. Menk,** president, also elected chief executive officer, to succeed **Robert S. Macfarlane** (RA, May 8, p. 7). Mr. Macfarlane will continue as chairman of the board and chairman of the Executive and Finance committees. **Floyd A. Deming,** secretary to president, elected corporate secretary. **Guy M. deLambert,** director of personnel, advanced to assistant vice president-labor relations. Mr. deLambert's successor is **Richard A. Beulke,** secretary of the company. **Harlan J. Sackett,** secretary to the chairman of the board, appointed administrative assistant in the executive department.

In the management services division, the following will report to the vice president-management services: director of customer service engineering; director of methods and planning; director of data systems and programming; manager of data control; manager of costs and statistics; manager of data processing.

R. W. Spannring, assistant to the general mechanical superintendent, appointed assistant chief mechanical officer, to replace **W. R. Shannon,** named chief mechanical officer (RA, Apr. 10, p. 32). **J. A. Bichsel,**

(Continued on page 36)

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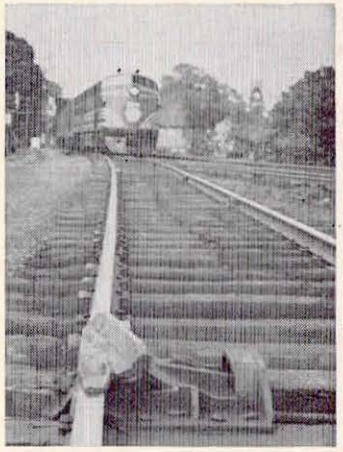

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MARKET OUTLOOK

Carloadings

Loadings of revenue freight in the week ended May 13 totaled 575,596 cars, the Association of American Railroads announced on May 18. This was an increase of 13,872 cars, or 2.5%, compared with the previous week; a decrease of 35,565 cars, or 5.8%, compared with the corresponding week last year; and a decrease of 18,262 cars, or 3.1%, compared with the equivalent 1965 week. Ton-miles generated by carloadings in the week ended May 13 are estimated at 14.7 billion, a decrease of 2.4% below the corresponding week of 1966, and 5.8% above the 1965 week.

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, May 13

District	1967	1966	1965
Eastern, including Allegheny and Pocahontas ..	226,641	246,027	243,056
Total Eastern and Southern Districts	345,313	368,147	363,600
Southern	118,672	122,120	120,544
Northwestern .	79,451	88,968	79,095
Central Western	110,961	113,875	111,438
Southwestern .	39,871	40,171	39,725
Total Western Districts	230,283	243,014	230,258
Total All Roads	575,596	611,161	593,858
Commodities:			
Grain and Grain products	40,783	49,826	45,022
Livestock	1,398	1,967	2,018
Coal	114,344	116,431	108,757
Coke	7,035	9,191	8,530
Forest Products	39,889	41,286	38,732
Ore	51,869	56,480	50,303
Merchandise l.c.l.	4,993	6,315	9,670
Miscellaneous .	315,285	329,665	330,826
May 13	575,596	611,161	593,858
May 6	561,724	602,244	591,181
Apr. 29	565,846	574,093	592,982
Apr. 22	558,062	543,639	570,489
Apr. 15	553,558	543,049	547,742
Cumulative total, 19 weeks ...	10,121,515	10,432,258	10,315,996
Estimated revenue ton-miles (billions) 19 weeks ...	261.5	264.1	244.1

PIGGYBACK CARLOADINGS—U.S. piggyback loadings for the week ended May 6 totaled 19,763 cars, carrying 32,494 trailers, compared with 22,840 cars, carrying 37,514 trailers, in the corresponding 1966 week. Loadings for 1967 up to May 6 totaled 399,309 cars, carrying 655,497 trailers, compared with 381,126 cars, carrying 630,059 trailers, in the corresponding period of 1966.

IN CANADA—Carloadings for the nine-day period ended April 30 totaled 76,523 cars, compared with 71,936 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
April 30, 1967.....	76,523	31,406
April 30, 1966.....	102,262	31,999
Cumulative Totals		
April 30, 1967.....	1,187,868	428,077
April 30, 1966.....	1,276,525	442,603

FREIGHT TRAIN CARS

► *Celanese Corporation.*—Has purchased from ACF (Shippers Car Line Division) 10 Center Flow dry bulk commodity cars for approximately $180,000 to transport plastic pellets. The cars, which have been delivered, have capacities of 100 tons and 5,250 cubic feet. Each car has eight 20-inch loading hatches and four pneumatic unloading outlets.

► *Norfolk & Western.*—Directors authorized the purchase of 1,769 new freight cars, contingent on restoration of the 7% investment tax credit. Included will be 1,000 70-ton box cars equipped with damage-reducing devices; 650 50-ton box cars; 58 4,180-cu-ft capacity, 100-ton Airslide covered hopper cars; three 200-ton depressed center flat cars; 50 70-ton bulkhead flat cars; and eight 86-ft, 100-ton high-cube box cars. N&W also was authorized to construct 40 camp cars for roadway maintenance workers.

LOCOMOTIVES

► *Norfolk & Western.*—Will place orders for 50 3,000-hp diesel-electric locomotives at a cost of approximately $12 million.

NEW EQUIPMENT

► *Canadian National.*—Has acquired, at a cost of more than $100,000, a new mobile tracklaying machine which will be used in the construction of CN's new Bruce Lake Line in Northwestern Ontario. Designed by CN engineers, the machine was built by Kleysen's Cartage Co. Ltd., of Fort Garry (Winnipeg). The highly automated unit is 105 ft long and weighs 55 tons. It runs on pneumatic tires over the railway roadbed, and can put down one mile of new track each day. It can travel under its own power from one site to another. Moving at a steady rate of one-tenth of a mile an hour, the machine fabricates a continuous section of track, complete with ties and fastenings, and drops it on the roadbed in its wake. Rail and track material are strategically placed along the right of way prior to the track layer's arrival. On the job, a large deck-mounted hydraulic crane lifts lengths of rail from the roadbed to slanted rollers on each side of the machine. The rails move along the unit under their own momentum, with the distance between rollers being equal to the standard gauge of the track to be laid. The crane also is used to lift all other truck material from the ground to storage bins on the machine. Sections of rail are then bolted together, and ties are fastened with the addition of plates, spikes and anchors.

NEW FACILITIES

► *Northern Pacific.*—Plans to construct a pulpwood shipping plant near Cle Elum, Wash., at a cost of $1 million. Scheduled to be in production by the 1968 logging season, the facility is an NP effort to increase utilization of forest lands in its Upper Yakima tree farm and surrounding areas. An NP spokesman said the plant will use about 20 million board feet of timber formerly left to decay and will convert the logging residuals into raw materials for paper production. The two-acre plant site will have facilities for handling logs and chips, log storage decks and 750 feet of spur track.

YOU OUGHT TO KNOW

IC is fined: The Illinois Central was fined $120,000 in the U.S. District Court at Chicago on May 15 for violating the Elkins Act and conspiring to violate that Act. The violations were in connection with the transportation of sugar at less than published rates, and two involved cartage companies, Faucher Brothers and Star West, were also fined — $2,000 and $2,500, respectively. Still outstanding are indictments against four Chicago sugar shippers—Frank E. Greene & Son, Inc., Fink Corp. (formerly Sugar Supply Corp.) Peanut Specialty Co. and Jones Warehouse & Distributing Co. The ICC announced the court action in Washington by press release dated May 17. It said IC was fined $40,000 in each of three cases where it first pleaded nolo contendere and then changed its pleas to guilty. The Commission put the net amount of the rebates at approximately $558,594. The indictments charged that the rebates were accomplished through payment by the railroad for local delivery services which were never performed. The truckers were charged with passing the payments along to the sugar shippers.

Mechanical Division centennial: National Transportation Week fittingly coincided with the 100th birthday, on May 15, of the organization that was to become today's AAR Mechanical Division. The Master Car Builders' Association, founded in 1867 in Springfield, Mass., pioneered the concept of industry coordination and standardization after which many contemporary AAR activities are patterned. In addition to playing a major role in the development of larger and more efficient locomotives, improved passenger equipment and freight cars tailored to shippers' needs, the Mechanical Division has regularly updated interchange procedures and repair methods while contributing to adoption of many significant mechanical practices.

ICC hits at illegal trucking: A nationwide system of road checks to uncover economic violations in interstate highway transportation will begin next month. Interstate Commerce Commission agents in the Bureau of Operations will halt trucks to determine whether the transportation and services they provide are in accord with the operating authority issued by the Commission. The road checks will continue for at least three months. Previous checks have been concerned primarily with safety.

New supplier of concrete ties: Allied Products Co., Atlanta-based manufacturer of concrete pipe and other precast concrete construction products, is entering the pre-stressed concrete crosstie field. A manufacturing facility is being readied at Edgewater, Fla., near Cape Kennedy. The initial output will be delivered to the Florida East Coast against what the announcement says is the "largest single order ever placed for mainline concrete crossties." Allied Products anticipates that the demand for concrete ties will soon justify establishing production schedules at a number of its other plants in Florida, Alabama, Georgia and Tennessee.

WM in the chips: Three high-cube 100-ton hopper cars have put into service by the Western Maryland to move wood chips 50 miles from the lumber mill of Parsons Forest Industries at Hendricks, W. Va., to a paper mill at Luke, W. Va. The improved rail service now possible has been classed as important in the constantly advancing technology of paper manufacturing. The 7,000-cubic-foot cars were "presented" by W. Arthur Grotz, WM president, to West Virginia Pulp & Paper, which will utilize the chips they carry. The giant hoppers, similar to those in service on the Louisville & Nashville (RA Oct. 28, 1963, p. 24), were built by Ortner.

Truck tonnage: Intercity truck tonnage in the week ended May 6 was 5% below that of the previous week and 14.3% below the volume in the corresponding week of 1966, according to American Trucking Associations. There are vast variations in tonnage throughout the country, ATA said, which are partially due to the continued work stoppage in the Midwest.

Current statistics

Net Income	
3 mos., 1967	$120,000,000
3 mos., 1966	172,000,000
Carloadings, revenue freight	
19 wks., 1967	10,121,515
19 wks., 1966	10,432,258
Freight cars on order	
Apr. 1, 1967	42,010
Apr. 1, 1966	54,414
Freight cars delivered	
3 mos., 1967	24,474
3 mos., 1966	22,098
Serviceable cars	
Apr. 1, 1967	1,422,997
Apr. 1, 1966	1,406,470

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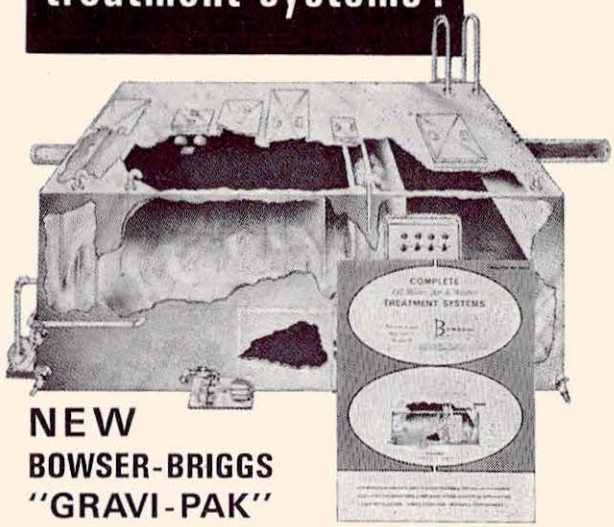

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(Continued from page 32)

system diesel supervisor, promoted to assistant to the chief mechanical officer. **A. Jacobsen** replaces Mr. Bichsel.

R. L. Merrill named manager of TOFC sales, Seattle. **G. F. Osborn, Jr.** appointed sales representative, TOFC merchandise, Seattle.

PENNSYLVANIA—Robert A. Schafer, freight agent, Cleveland, appointed supervisor of stations, Lake Division, there, succeeding **Robert T. Clowes,** retired after more than 43 years with the PRR. **Lester C. Tompkins,** sales representative—supervisory agent, Akron, Ohio, succeeds Mr. Schafer.

Sherman C. Gibson, district sales manager, Youngstown, Ohio, appointed Pittsburgh sales manager, succeeding **John R. Deming,** retired after 37 years of service. **Vernon P. Henderson,** district sales manager, Wheeling, W. Va., succeeds Mr. Gibson at Youngstown. **Ivan L. Ivy,** district sales manager, Jacksonville, succeeds Mr. Henderson.

Richard P. Howell, engineer maintenance of way and signals, **Washington Terminal** Washington, D.C., appointed division engineer, Northern Division, PRR, Buffalo, N.Y., succeeding **Glenn E. Hartsoe,** transferred to the Pittsburgh Division at Pittsburgh.

READING.—William L. Long, Jr., appointed regional sales manager, Atlanta, Ga., to fill vacancy created by the death of **George E. Shivers.**

ROCK ISLAND.—George H. Voss, superintendent, Des Moines division, Des Moines, Iowa, named assistant general manager, Kansas City, Kans. Mr. Voss' successor is **William C. Hoenig,** terminal superintendent, Silvis, Ill., who in turn is replaced by **Bill L. Lowery,** transferred from Blue Island, Ill.

Ray M. Snelson, district manager-freight sales, Colorado Springs, appointed assistant regional manager—freight sales, Des Moines, to succeed **E. Clair Roth,** named assistant regional manager — freight sales, Chicago. **Charles D. Hemm,** freight sales representative, St. Paul, replaces Mr. Snelson.

Thomas L. Moix, freight sales representative, Knoxville, Tenn., advanced to district manager-freight sales there. **John E. Tolin,** district manager-freight sales, Kansas City, Mo., transferred to St. Louis, to succeed **Charles H. Mennell,** retired. Mr. Tolin's successor is **James St. Andrew,** district manager-freight sales, Oklahoma City, Okla., who in turn is replaced by **Lloyd W. Kirtley,** transferred from El Dorado, Ark. **William L. McDaniel,** freight sales representative, Winston-Salem, N.C., replaces Mr. Kirtley, and in turn is succeeded by **James B. Ruberson,** transferred from St. Paul.

SANTA FE.—B. D. Johnston named trainmaster, Middle division, Newton, Kans.

W.E. Willingham, auditor — internal accounts, advanced to assistant general auditor, Chicago.

SOUTHERN—James H. Nutter, Jr., appointed general industrial agent, Birmingham, Ala. Mr. Nutter was formerly director, Georgia Department of Industry and Trade.

TEXAS & PACIFIC—Ben V. Reynolds, general freight traffic manager, Dallas, retired April 30. **B.T. Botes,** general freight agent, Dallas, appointed assistant freight traffic manager there. **D.C. Millender,** assistant general freight agent, Dallas, succeeds Mr. Bates.

John A. Ferguson
Equipment City

E. W. Fitzgerald
Equipment City

SUPPLY TRADE

Joseph J. Graves, Jr. has been named manager of advertising and public relations, **Union Tank Car Co.** He formerly held a similar position with **Sparton Corp.,** Jackson, Mich.

Edward W. Fitzgerald has been elected vice president, **Equipment City, Incorporated.** He was formerly district manager, **National Steel Corp.,** Transportation Products Division. Equipment City has its headquarters at Rosemont, Ill. **John A. Ferguson** is president.

OBITUARY

Charles J. Prange, 54 director, personnel development, **REA Express,** New York, died May 8 in Brockton, Mass., while on a business trip. Mr. Prange was president, Railroad Personnel Association in 1965.

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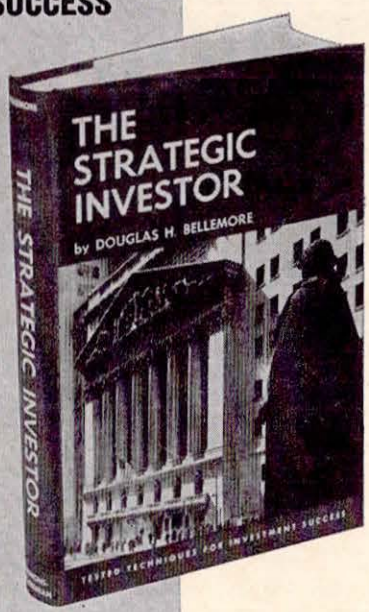

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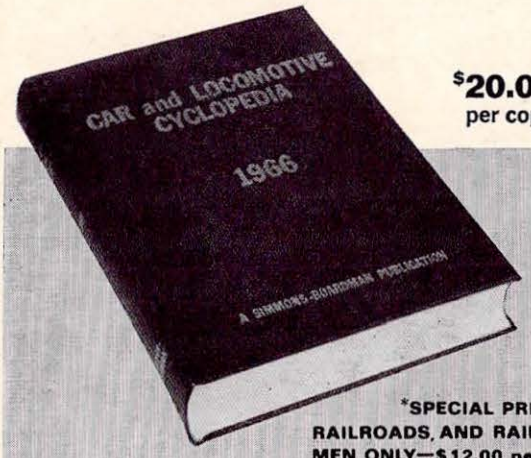

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VIEWPOINT

D.O.T.'s role: A difficult evolution

In recent weeks there has been a considerable amount of speculation about the Department of Transportation's role in rail industry affairs. The question "What good is the D.O.T.?" comes up just often enough to remind us of the story told about Michael Faraday, the great English scientist whose discovery of the principle of electromagnetic conduction is generally credited with triggering the modern electronic era. England's Prime Minister, told of Faraday's discovery, asked, "What good is it?" Faraday is said to have replied, "What good is a baby?"

Materially, of course, a baby isn't any good at all. It consumes without producing. It is trouble. It requires care and careful training. However, it gives joy and it has a future. It is the future that counts heavily in all human enterprise. And that includes railroads—and D.O.T.

D.O.T. shows lots of "cool"

For an agency less than two months old, D.O.T. has plenty of what the beatnik crowd terms "cool." In the current crises with the shopcraft unions, Secretary of Transportation Alan S. Boyd, testifying before the Senate Labor Sub-Committee, said that a month-long strike on railroads would "create a disaster by any measure." Then the Senators asked Secretary Boyd about a union offer to work with the Department of Defense for the continuation of vital rail service in the event of a rail strike. The union proposal seems to be one of those plausible ploys calculated to appeal to law makers and public who are unaware of the very nature of railroad operations.

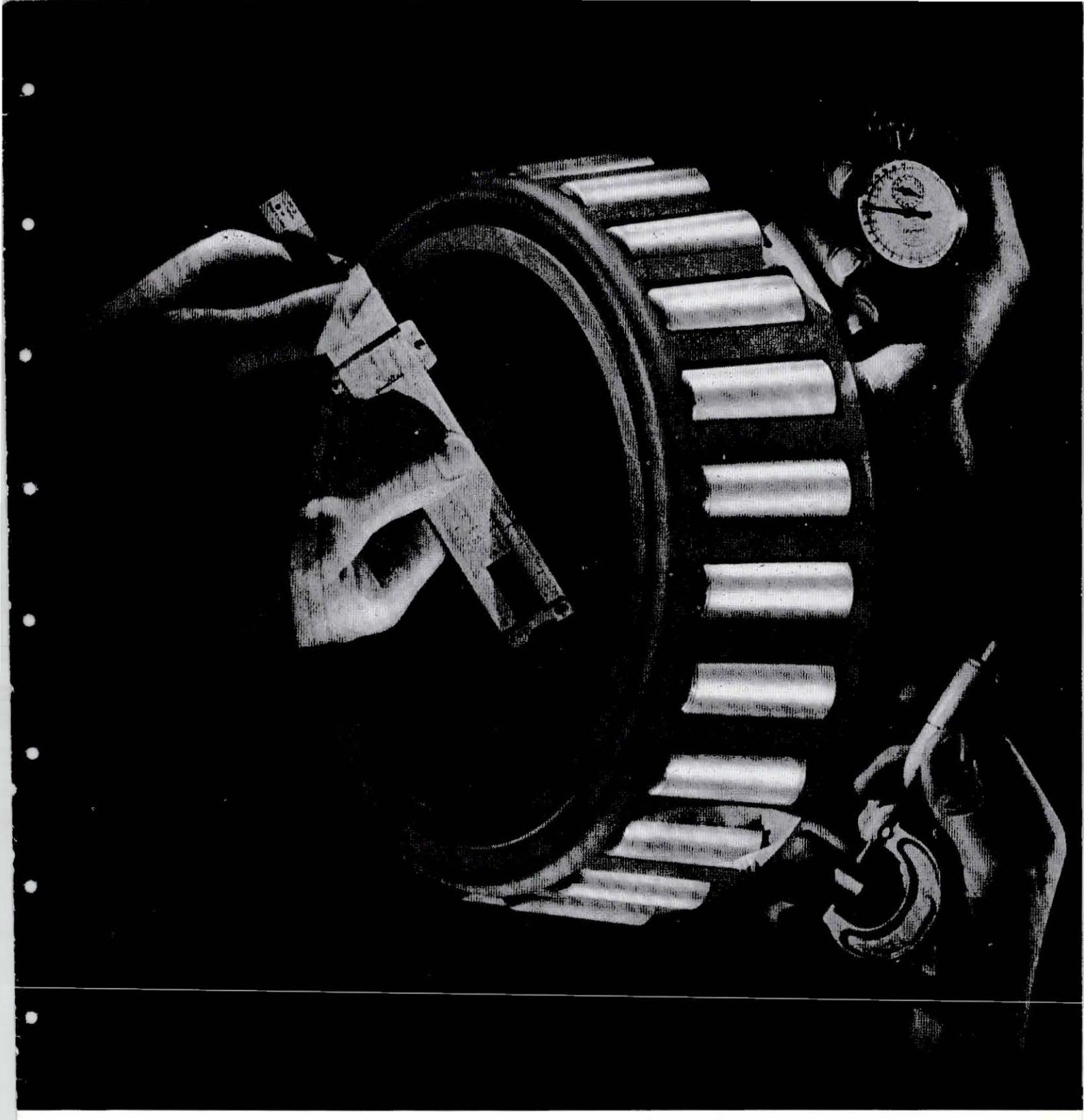
Ignoring the fact that the Department of Defense had agreed to meet with the shopcraft unions to discuss ways to keep war materials moving in the event of a nationwide railroad strike, Secretary Boyd told the Senators that the task of gathering all the information regarding movement of essential goods would be almost impossible for the Department of Transportation. The union offer, while not impossible to carry out, seemed definitely impractical to Boyd. "It would be difficult to define what essential commodities are," he noted, "and who is to decide what they are?" The Senate Labor Sub-Committee, however, instructed Boyd to find out what problems would have to be overcome to keep essential tonnages flowing should Congress allow a rail strike.

Some industry officers were miffed with what they regarded as Boyd's failure to make as strong a point about the matter as was made the next day by National Railway Labor Conference Chairman J.E. Wolfe, who told the Senate Labor Sub-Committee that an attempt to move only selective military cargoes would bankrupt the carriers. Wolfe's point was obvious: Limited earnings from such selected movements wouldn't even cover wage costs, much less the carriers' other financial burdens. For those inclined to fret about the matter, we recommend a careful reading of the interview in this issue with A. Scheffer Lang, the new Federal Railroad Administrator at the Department of Transportation (see page 16). The problems—and the promise—of D.O.T. are still a little like Faraday's brainchild: in the future. Judging from the performance of Secretary Boyd and his top aides since D.O.T. was organized, simplistic solutions and partisan positions are not going to characterize D.O.T.'s role in U.S. transportation, and that may be the best long-term thing that has happened to railroads in a long time.

Typical of Boyd's style

If there is anything railroads should welcome in any overview of the nation's transportation system, it is just this kind of rational, analytic approach. This approach is central to Secretary Boyd's style. His top aides at D.O.T. reflect a similar interest in grappling with transportation problems on a substantive basis rather than on the basis of what Administrator Lang perceptively labels "argumentative lung-power."

One doesn't need any great insight to foresee the value to U.S. transportation of the kind of policy-development insights that the men at D.O.T. will produce in the months and years ahead. D.O.T.'s evolution may be difficult. But it should make possible the quicker development of a balanced, rational transportation industry for our rapidly growing society.



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